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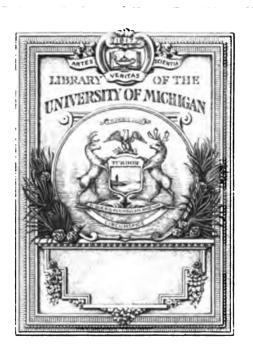
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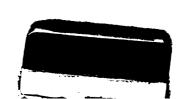
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## DOCUMENTS

OF THE

## SENATE

OF THE

### STATE OF NEW YORK

#### ONE HUNDRED AND FORTIETH SESSION

1917

Vol. XIX.-No. 37



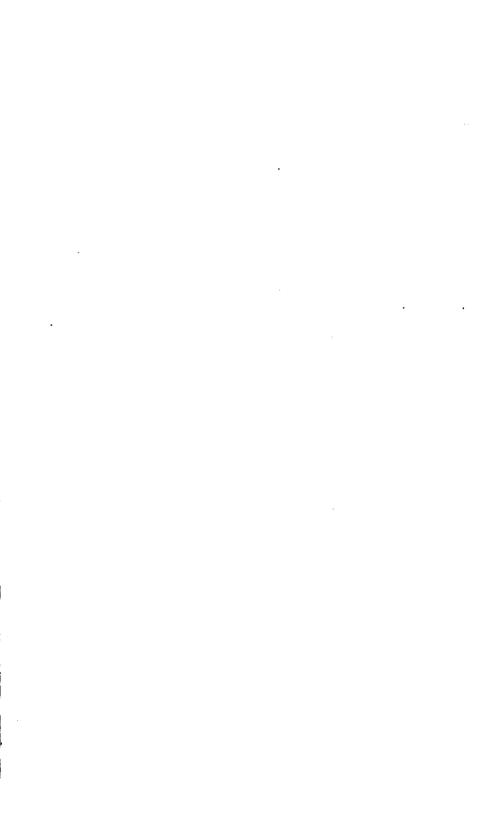
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CORNWALL-WEST POINT, PART 1, STATE HIGHWAY NO. 5498 (STORM KING), ORANGE COUNTY.

View from station 47 looking north and showing the steep slope of ledge prior to construction. The white cross seen above the center of the picture is directly over the center line of highway to be, and is 360 feet above the level of the river. The slope of the rock in this locality is so steep that no reliance can be placed on retaining walls. Instead, a shelf will be cut into the solid ledge and the resulting wedge of rock removed will have a maximum height of 130 feet.

#### STATE OF NEW YORK

## REPORT

OF THE

# State Commissioner of Highways

TRANSMITTED TO THE LEGISLATURE FEBRUARY 26, 1917

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## STATE OF NEW YORK

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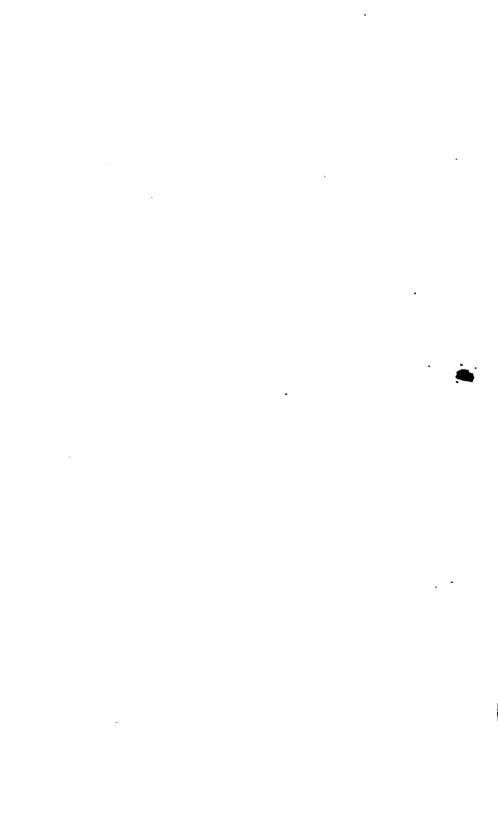
#### REPORT OF THE STATE COMMISSIONER OF HIGHWAYS

To the Honorable, the President of the Senate of the State of New York:

In compliance with Section 15, Chapter 30 of the Laws of 1909, constituting Chapter 25 of the Consolidated Laws, I have the honor to submit herewith the report of Edwin Duffey, as Commissioner of Higways, for the Year 1916.

J. J. MORRIS,

Secretary.



#### NEW YORK STATE HIGHWAY COMMISSION

#### 1916

EDWIN DUFFEY, Commissioner. IRVING J. MORRIS, Secretary. H. ELTINGE BREED, First Deputy Commissioner. FRED W. SARR, Second Deputy Commissioner. BENJAMIN J. RICE, Third Deputy Commissioner. SEPHRINE D. GILBERT, Auditor.

#### MAIN OFFICE

١

EDMUND A. BONNEY, Supervising Engineer. JOSEPH CURRAN, Chief of Maintenance.

JESSE C. PATRICK, Superintendent of Maintenance, Eastern Division.

FRANK W. BRISTOW, Superintendent of Maintenance, Western Division.
FRANK R. PENNOCK, Assistant Secretary.

JAMES T. TAAFFE, Secretary to the Commissioner.

MARK W. NELSON, Assistant to the First Deputy.

RAOUL W. BAKER, Secretary to the Second Deputy.

FEED BUCK, Assistant to the Third Deputy.

HARRY P. CONDON, Chief Clerk.

W. E. CONKLIN, Confidential Inspector.

A. W. SMITH, Confidential Inspector.

R. O. HOLLENBECK, Confidential Inspector.

H. W. COWLBECK, Appointment Clerk.

JOHN H. RICHARDSON, Claim Agent.

FRANK A. HERMANS, Engineer of Grade Crossings.

E. E. BRANDOW, Engineer of Bridges.

FRANK W. BURLEIGH, in charge of Bureau of Tests.

H. S. MATTIMORE, in charge of Physical Testing of Materials.

JOSEPH E. MYERS, in charge of Chemical Testing of Materials.

E. M. TREFETHEN, in charge of Drafting Department.

W. A. TREADWELL, in charge of Statistics, Costs, Etc.

J. B. RYDER, Plans and Resolutions.

#### Division Organizations

#### Division No. 1

BESTRAND H. WAFT, Division Engineer, Poughkeepsie. E. J. Howk, Resident Engineer, Poughkeepsie. LOWELL GROSSMAN, Resident Engineer, Poughkeepsie. JOHN R. KALEY, Resident Engineer, Poughkeepsie.

#### 6 ANNUAL REPORT OF STATE COMMISSIONER OF HIGHWAYS

DIVISION No. 2

H. O. SCHERMERHORN, Division Engineer, Albany. CHARLES T. FISHER, Resident Engineer, Albany. A. S. MIRIOK, Resident Engineer, Plattsburg.

#### Division No. 3

THEEON M. RIPLEY, Division Engineer, Watertown.
THOMAS J. SCHOENLAUB, Resident Engineer, Watertown.
CHABLES C. CASSEL, First Assistant Engineer, Watertown.

DIVISION No. 4

JAMES H. STURDEVANT, Division Engineer, Utica. ROY F. HALL, Resident Engineer, Utica.

Division No. 5

HOWARD E. SMITH, Division Engineer, Binghamton. R. E. MILLER, Resident Engineer, Binghamton.

DIVISION No. 6

WILLIAM M. ACHESON, Division Engineer, Syracuse. R. J. MARCHER, Resident Engineer, Syracuse.

Division No. 7

PERRY FILKIN, Division Engineer, Rochester.

JAMES E. KELLY, Resident Engineer, Rochester.

DIVISION No. 8

CHARLES M. EDWARDS, Division Engineer, Hornell. RICHARD V. COLLINS, Resident Engineer, Hornell.

Division No. 9

CHARLES J. McDonough, Division Engineer, Buffalo. John H. Huber, Resident Engineer, Buffalo. Geo. T. Keith, Resident Engineer, Olean.

#### COUNTY SUPERINTENDENTS OF HIGHWAYS

COUNTY	Name and Address
Albany	E. J. Bedell, Delmar.
Allegany	Harry Craig, Canaseraga.
Broome	Charles Van Amberg, Binghamton.
Cattaraugus	Alexander Bird, Ellicottville.
Cayuga	J. C. Dayton, Auburn.
Chautauqua	W. J. Knauer, Jamestown.
Chemung	Harry T. Gage, Van Etten.
Chenango	E. B. Pendleton, Norwich.
Clinton	Richard T. Mace, Keeseville.
Columbia	Lester J. Bashford, Hollowville.
Cortland	Dwight B. Coleman, Cortland.
Delaware	A. L. Van Tassle, Treadwell.
Dutchess	A. C. Rapelje, Poughkeepsie.
Erie	George C. Diehl, Buffalo.
Essex	Clinton H. Simonds, Elizabethtown.
Franklin	H. A. Gray, Malone.
Fulton	J. A. Karg, Johnstown.
Geneste	W. M. Torrance, Batavia.
Greene	H. S. Olmstead, Cairo.
Hamilton	Edgar Call, Lake Pleasant.
Herkimer	Will H. Corey, Herkimer.
Jefferson	Henry S. Ball, Watertown.
Lewis	Clarence E. Putnam, Croghan.
Livingston	George E. Schaefer, Geneseo.
Madison	George S. Tibbits, Oneida.
Monroe	J. Y. McClintock, Rochester.
Montgomery	Irving Lathers, Fonda.
Nameu	W. Fred Starks, Glen Cove.
Niagara	Thomas M. Brennen, Niagara Falls.
Oneida	Arthur O'Brien, Utica.
Onondaga	Frank E. Bogardus, Syracuse.
Ontario	George W. Powell, Canandaigua.
Orange	C. H. Smith, Middletown.
Orleans	Harry D. Waldo, Albion.
0swego	Elbert A. Howard, Oswego.
Otsego	Samuel R. Lewis, Otsego.
Putnam	Richard Michell, Brewster.
Rensselaer	Charles A. Roemer, Court House, Troy.
Rockland	Calvin J. Allison, Stony Point.
St. Lawrence	Joseph M. Howard, Ogdensburg.

#### 8 Annual Report of State Commissioner of Highways

#### COUNTY

#### NAME AND ADDRESS

Saratoga	John E. Hodgman, Saratoga.
Schenectady	Harry W. Cregier, Schenectady.
Schoharie	Van E. Lawyer, Cobleskill.
Schuyler	James P. Frost, Watkins.
Seneca	Fred A. Potter, Ovid.
Steuben	Charles E. Bower, Corning.
Suffolk	Peter E. Nostrand, Shelter Island Heights.
Sullivan	Monroe H. Wright, Livingsten Manor.
Tioga,	William O. Lay, Owego.
Tompkins	F. C. Evans, Ithaca.
Ulster	James F. Loughran, Kingston.
Warren	Bertram E. Murray, Warrensburg.
Washington	O. C. Richards, Hudson Falls.
Wayne	W. G. Sisson, Lyons.
Westchester	Charles McDonald, White Plains.
Wyoming	Robert Holmes, Jr., Castile.
Yates	Matthew McEvoy, Penn Yan.

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## REPORT OF THE STATE COMMISSIONER OF HIGHWAYS

JANUARY 1, 1917.

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To the Honorable, the Legislature of the State of New York:

I have the honor to present the annual report of this Department for the year ending December 31, 1916.

All of the first \$50,000,000 bond issue has been appropriated by the Legislature and the unexpended balance is obligated by existing contracts or expedited routes.

Of the second \$50,000,000 bond issue authorized by the referendum of 1912 there had been appropriated by the Legislature \$35,000,000, leaving \$15,000,000 as yet unappropriated.

Contracts were awarded during the year 1916 for 667 miles of State and county highways, the total appropriations for which were as follows:

State appropriation

water appropriation	φυ,υυ2,υυυ υ1
County appropriation	2,321,029 99
Village appropriations	621,550 00
Total	\$9,845,510 00
On January 1, 1916, the total mileage covered contracts in force for State and county highwas 1,185, of which there remained actual miles	ays age
to do, including reawarded contracts	783
Contracts awarded during 1916	667
Total mileage to do in 1916	1.450

During the year 1916 there were completed and officially accepted, miles 508	
There were completed, but not in time for	
official acceptance, miles 55	
	563
Leaving actual mileage under contract and not com-	
pleted January 1, 1917	887
Total designated State and county systems	11,988
Completed and accepted January 1, 1916,	
miles 5,926	
Contracts in force on January 1, 1916, miles 1,185	
Contracts awarded during 1916, miles 667	
-	7,778
	,

#### STATE AND COUNTY HIGHWAYS

#### Construction

Conditions under which highway improvement work was conducted during the past year were so onerous as to render progress extremely difficult. Not only was the work materially hindered, but an unavoidable increase in cost was occasioned; and unfortunately there are no present indications that conditions will be improved during the coming season of 1917. In view of this fact, it seems advisable to describe the situation in some detail, in order that it may be taken into full consideration in connection with the decision as to the appropriation which may be deemed advisable for the coming year.

The steadily increasing scale upon which highway improvement is being conducted in New York State and the large sums annually made available by the Legislature from bond issue moneys for that purpose, have in recent years attracted a large number of contractors, many of whom were not well qualified either by previous experience and knowledge of the business, or by financial resources,

to engage in the work. All of these requisites are necessary for the successful handling of a contract involving large sums of money (few contracts being for less than \$50,000), and require the exercise of great skill and judgment in the manipulation of labor.

Each bidder is required to deposit with his bid a certified check for five per cent of the amount of such bid, to guarantee the execution of the contract and bond if the contract is awarded to him. A bond executed by a surety company for fifty per cent of the contract price is required, upon the execution of the contract. The law provides that the contract be awarded to the lowest responsible bidder. If the low bidder to whom the contract is awarded executes the contract and bond, and the bond is also signed by a surety company authorized by the State Superintendent of Insurance to transact business in this State, thereby obligating the surety company to the completion of the contract, the responsibility of the contractor is assured, so far as the ultimate completion of the road within the original contract price is concerned. Sharp competition has developed between surety companies in their efforts to secure business, and during the past few years a practice unsatisfactory to the Department has arisen which ultimately was bound to lead to bad results, both to the surety companies and to the contractors, and which to a certain extent affects the interests of the State. A contractor without prior experience in the work, without plant or equipment, or even without financial resources, would be provided by a surety company with the certified check necessary to enable him to bid. If he proved to be the low bidder and the contract was awarded to him the surety company would write his bond, and a contractor, totally unqualified, would thus be enabled to assume an obligation for which he was unfitted. This reckless disregard of all business principles was increased by the manner in which contractors of this type usually prepared Instead of making careful personal investigation of all the conditions surrounding the contract, it became quite a common practice to consult the engineer's estimate of cost and present a bid at some figure below such estimate, which the bidder hoped would be sufficiently low to secure the contract. So long as labor was plentiful and wages remained fairly stable, the contractors

egenerally managed to complete their work, although owing to lack of financial resources and inexperience, it was with difficulty; and the rate of progress was, in many instances, unsatisfactory.

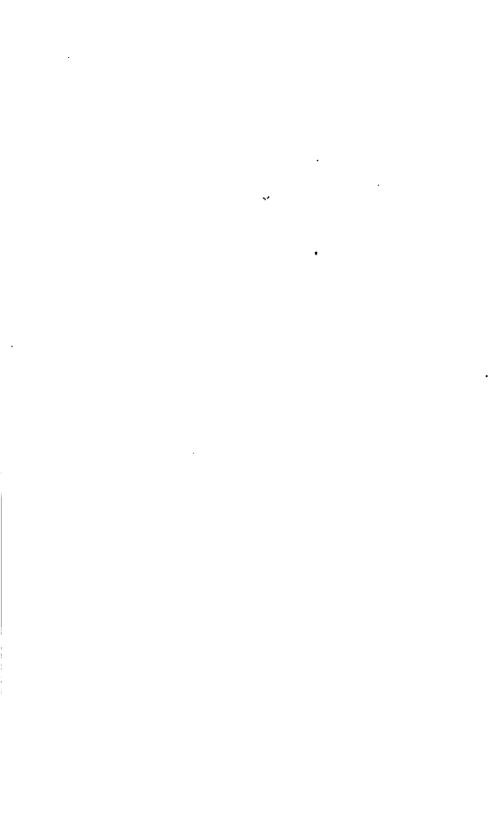
The construction season of 1916 opened with a large number of contracts in force, many of which were held by contractors of the type above referred to and whose work was taken at figures based on the cost of labor and materials for the preceding year. The supply of manual labor for the past year and a half has been entirely inadequate to the demand, not only for road building purposes but in all other lines of commercial enterprise. been impossible to secure, even at greatly increased cost, more than appproximately one-fourth of the total amount of labor required. This shortage of labor, together with the rapid increase in the cost thereof, and the increased cost of materials and supplies, brought to an abrupt culmination the conditions which had been developing from the methods employed for the past few years by many of the contractors engaged in state highway work, and resulted during the past season in the failure of a number of contractors and the consequent abandonment of their contracts.

During the year forty contracts were cancelled and the work readvertised for completion. In some instances the surety company took no action and the contracts were let at a largely increased cost and the surety companies called upon to pay the excess. In the majority of cases the surety companies bid in the work themselves on the basis of the original contract price and made arrangements at their own expense, with contractors having plant and equipment, to perform the work for them. The result to the surety companies has been a heavy pecuniary loss during the past eighteen months, and as a consequence, not only have the surety companies abandoned their practice of providing deposit checks and otherwise aiding unqualified contractors to bid, but they are now exercising the greatest caution in executing bonds, with the result that a considerable portion of the bidders who have been heretofore engaged in this work are now eliminated.

The shortage of labor, however, affected not only the class of contractors referred to, but also those who by reason of their experience, adequate equipment and financial ability, were fully qualified to carry out any work which they might undertake, and despite their best efforts, prompted by the repeated and urgent



View from station 20 looking north. Showing guard wall on right, also construction track for handling materials.



demands of the department, they have been unable to progress their work at a satisfactory rate.

Under these difficult conditions, the Department did not deem it wise during the past year to abrogate or cancel contracts where the entractor was obviously doing all that it was possible for him, or for anyone, to do. Where the contractor entirely abandoned his contract or obviously failed to do his utmost it was necessary to cancel and take the necessary steps to provide for the completion of the work, holding the contractor and surety company liable for any excess cost to the State. This, of course, involved the loss of time required in preparing plans for the completion work, advertising for bids, etc.

As a result of these unusual and difficult conditions, the amount of the road mileage completed during the year 1916 is but little more than one-half the mileage completed during 1915. On January 1, 1916, contracts were in force aggregating 783 miles of actual work. Several lettings were held during the year and contracts aggregating a large mileage, for which plans were prepared, were presented to bidders, but it was found possible to award contracts for only 667 miles, as compared with 1,073 miles during 1915; and while in 1915 from ten to fifteen competitive bids were received on each contract and all roads advertised were placed under contract, the average low bid being about eleven per cent below the estimate, in 1916 many contracts were advertised but not awarded, as no bids were received for same. In the majority of cases but two or three bids were received for each contract, while in some of these cases all proposals were above the estimate and the work could not be awarded.

The Department has necssarily been obliged to take into consideration the fact that the price of labor and material in 1916 was largely in excess of the price prevailing prior to 1916, and our estimates have been advanced accordingly. Even so, it has been impossible to keep pace with the steady advance in actual cost, and a condition is now reached which is worthy of the most careful consideration from a business standpoint, and with a view to conserving the state's moneys.

Very few counties received sufficient moneys from the second fifty million dollar bond issue, which constitute all of the moneys

available for highway improvement work, to complete the designated system of State and county highways within their borders. This department has exerted every effort to expend the remaining moneys in such a manner as will provide the greatest possible amount of improved mileage. Labor constitutes a very large percentage of the cost of improved roads, varying according to the type. Labor alone in the last year increased from one-third to one-half in cost. It will readily be seen, therefore, that if this department advances its estimates to a degree commensurate with the actual prevailing prices of labor and materials, the largely increased cost per mile will amount to such a sum in the aggregate as will correspondingly decrease by a very considerable amount the mileage of State and county highways which can be built in any county of the State.

There are now in force contracts aggregating 935 miles. This, with the usual maintenance and repair work, will apparently absorb most of the available labor supply if conditions remain the same in 1917 as they were in 1916. To advertise and place under contract the usual additional mileage, even if it were possible to award contracts, would not increase the mileage which could actually be built, and would, as a matter of fact, if the new work were started, tend to diminish still further the available labor supply and decrease correspondingly the rate of progress of all work.

The demand of the citizens of this State for the speedy completion of its system of improved roads is urgent, and is warranted; and it is to the interest of the State that contractors be enabled to keep their organizations of plant, equipment and men, which involve the investment of a large amount of capital, as continuously employed as possible; and therefore occasional lettings are advisable in order that contractors who have finished, or are about to finish, work now in hand, may secure new contracts upon which they can commence operations, and thus maintain their organizations. It is apparent, however, that with the amount of mileage now under contract, and with the existing conditions as to labor, materials and the cost of same, it would be inexpedient and poor business economy to attempt to place under contract during the coming season (unless conditions change

rapidly and materially) a large additional mileage; and it would seem the part of wisdom for the State to take these conditions into consideration and to curtail the placing of contracts for new work to any considerable extent until prices of labor and material and an increased supply of labor warrant the resumption of activities on a larger scale. It must be borne in mind that this suggestion does not mean that no work is to be performed during the comming season; on the contrary, every man who can be secured will be employed, and every mile of road it is possible to build will be built.

The Department, therefore, recommends that the appropriation for 1917 from the bond issue should not exceed the sum of \$5,000,000.

#### FEDERAL AID

In order that a better idea may be obtained as to the most effective use of Federal Aid, it may be advisable briefly to outline the history of highway improvement in this State up to the present time.

It should be borne in mind that the highways of the State are divided into four classes, namely: State Highways, the total cost of whose improvement is paid by the State; County Highways, at least sixty-five per cent of the cost of which is paid by the State and the remainder by the county; Town Highways, or "earth" roads, which are constructed at the expense of the towns, plus moneys contributed by the State; and County Roads which are constructed jointly by the counties and towns. The State and county highways after construction are maintained entirely by the State, except that each town contributes fifty dollars annually for each mile contained therein, toward such maintenance. The town highways are maintained by the town. The county roads are maintained by the town, or by the county and town, in the discretion of the board of supervisors.

State aid in highway improvement was inaugurated in 1898. Each year up to and including 1905, annual appropriations from the general treasury were made by the Legislature, amounting in all to \$3,223,265, the counties appropriating a like amount, and under these appropriations a total of 573 miles was constructed.

The need of larger appropriations becoming apparent, a bond issue of fifty million dollars was authorized by vote of the people, and became available January 1, 1906. The Legislature also authorized the preparation of a map on which was to be designated a system of main market roads, afterward known as County Highways, the State's share of the cost to be derived from the proceeds from such bond issue. This map was prepared, and was approved by the Legislature of 1907, a total of 8,388 miles being designated thereon. The proportion of cost to be paid by the State and county was also changed in 1907, so that, instead of each paying fifty per cent of the cost, a sliding scale was established by which the State was to pay at least sixty-five per cent in all cases, the balance to be paid by the county and town. Subsequently, the law was again changed, the town being eliminated and the share previously borne by the town being thereafter paid by the county.

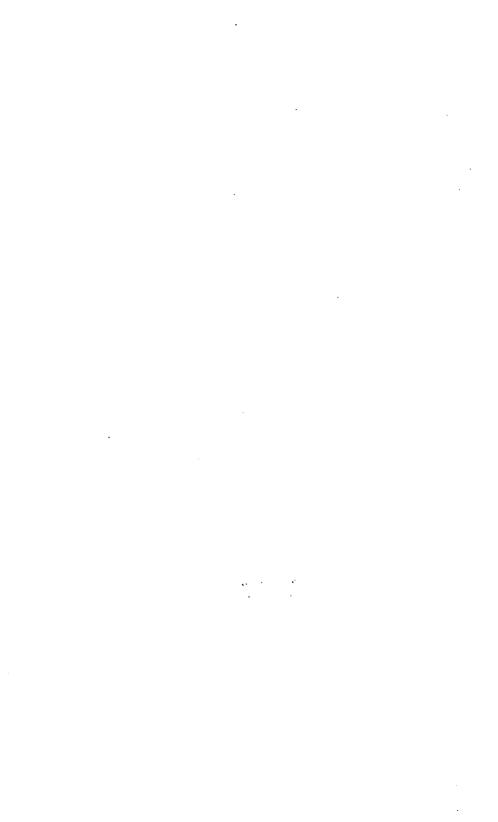
On January 1, 1909, the present Highway Law became effective, which provided for the establishment of a State Department of Highways, under which the improvement of roads by State aid was to be conducted. The improvement of the county highway system was to be carried on, and there was also provided by that act a system of State routes aggregating thirty-six hundred miles, the total cost of the improvement of which was to be borne entirely by the State. The equitable apportionment among the counties of the mileage of State and county highways to be improved with moneys derived from the sale of bonds was also provided by the new Highway Law. It was evidently intended that the improvement of State and county highways should proceed annually in the same proportionate ratio throughout all the counties of the State, but in 1911 the demand for the immediate improvement of through routes in some sections became so great that special appropriations from the bond issue were made for that purpose, about one-third of the total amount being thus used in the improvement of what are known as expedited routes.

The designated systems of State and county highways aggregated 11,988 miles, being the highways eligible for improvement with moneys derived from the bond issue.



CORNWALL-WEST POINT, PART 1, STATE HIGHWAY NO. 5498 (STORM KING), ORANGE COUNTY.

over considerable stretches to hold up the outside of the road. On top of the retaining wall, note the guard wall (taking the place of guard rail) 4½ feet high, and also the construction track for handling materials. Breakneck Mountain is seen across View from station 20 looking south. This shows the northerly end of the retaining wall, which from this point on is required the Hudson river on the left.



The system of State highways was designed in response to a general demand therefor, when it became clear that a continuation of the building of the county highways would not result in the connected system so much desired for the use of the State at large.

When the first fifty million bond issue was authorized, it was expected that the moneys derived therefrom, together with the contributions by the counties, would suffice to complete the system of county highways designated on the map approved by the Legislature in 1907. The addition of the State routes, the total cost of which was also to be paid out of the bond issue, increased the total mileage to such an extent, however, that it was apparent there would not be sufficient moneys with which to complete the total mileage of State and county highways designated.

In 1912 a second bond issue of fifty million dollars was authorized and became available on the first day of January, 1913. From the moneys derived therefrom twenty million dollars were to be expended for State highways and thirty million dollars for county highways, all of the moneys being apportioned among the several counties of the State for both the State highways and the county highways on a basis determined by the three factors of area, population and mileage. The moneys thus allotted to each county for State highways and for county highways were to be used only in such county and for the particular system to which they were thus allotted.

On the first day of January, 1917, the total number of miles of State and county highways completed and accepted, or under contract, is 7,788, leaving a balance of 4,210 miles in the combined systems, for which no funds are available.

Of the first and second fifty million bond issues there remain unappropriated at this time fifteen million dollars. This, even with the county contributions for county highways, will be insufficient to complete the State and county system. No other funds are available for the purpose. Great and useful as the combined systems will be when the mileage which can be built with these remaining moneys is completed, it is clear from a careful study of a map of the State that with Federal Aid moneys

widely and properly expended an additional mileage of the designated system could be constructed which would give in a most practical way a connected system of both State and county highways by which virtually every main thoroughfare in each of the counties would be improved, serving all localities and connecting together every county system, every village, and practically every hamlet, and also making accessible the mountain and park preserves and all important scenic and historic spots in the State.

In any event, the proper location of such proposed mileage would complete, from a State standpoint, every essential through route, including a large number of cross-state routes, and would, within all reasonable bounds, afford a comprehensive system of improvement of all the main market roads and statewide thoroughfares throughout the state, and in addition thereto give connections with sister states and the Dominion of Canada to the number of fifty-one.

The town highways and county roads which have heretofore been mentioned, even at the present time afford a great and extensive auxiliary system to the system of state and county highways, and with the projected work in counties and towns now well defined and under way, will enhance the value of the auxiliary system still more; and the two systems taken together, if they can be constructed as suggested, will give the state a network of improved roads of all kinds fully equal to all demands which may be made, even under the rapidly increasing traffic.

The moneys received by New York State from the Federal Aid bill passed by Congress in 1916, together with appropriations made by the State to meet Federal appropriations, aggregate a total of approximately eight million dollars, which will provide for the necessary mileage to complete the system of State and county highways in the matter above suggested.

The salient features of the Federal act are as follows: The total appropriation amounts to seventy-five million dollars, to be expended during the five years beginning with the Federal fiscal year ending June 30, 1917.

Each state receives each year its allotted amount, provided the State appropriates an amount equal to that which it receives. The amount allotted to each State is determined by the three factors of area, population and mileage of star and rural routes, and on that basis New York will be entitled to the following sums:

Year ending	Total Federal Appro. for All States	New York State Will Receive
June 30, 1917	\$5,000,000	\$250,720 <b>27</b>
June 30, 1918	10,000,000	501,440 54
June 30, 1919	15,000,000	752,160 81
June 30, 1920	20,000,000	1,002,881 08
June 30, 1921	25,000,000	1,253,601 35
Total	<b>\$75,000,000</b>	\$3,760,804 <b>05</b>

Appropriations for any fiscal year to any State remaining unexpended at the close of the year, are available for that State until the close of the next fiscal year; but any appropriation not taken up before the expiration of the total period of availability will be reappropriated among the remaining states. Each State must notify the U. S. Government of its intention to accept Federal Aid by an Act of the Legislature passed at the first regular session held after July, 1916. The supervision and direction of the work in this State will be in the hands of the New York State Department of Highways, subject to the general rules of the U. S. Government.

A definite proposition, therefore, which must be either accepted or rejected, is presented. Acceptance carries with it the promise of appropriation by this State of \$250,720.27 to meet the 1916-17 Federal Aid, with succeeding annual appropriations as hereinbefore mentioned. Rejection, either by definite act or by failure to comply with the requirements of the Federal bill, will prevent New York State from receiving any part of the \$75,000,000.

Should it be deemed advisable to accept Federal Aid, a careful study of the subject shows that it will be necessary for the State to provide its share of the annual expense by direct appropriation from the general fund of the treasury, and not by use of any of the moneys now derived from the bond issue. The requirements

of the Federal Aid bill, while fair and reasonable, are such as to render it impracticable to use bond issue moneys for the State's share of the cost of conducting the work of improvement in conjunction with the United States Government. This is especially true in regard to the improvement of county highways, in which the county authorities have an active share, and for which the greater portion of the remainder of the bond issue moneys will be required. An equally potent reason is the great advantage to be derived from the additional mileage to be obtained in places where it is greatly needed, not for local purposes merely, but for statewide advantage, and which cannot otherwise be had. In many sections of the State uncompleted gaps exist in the systems of State and county highways designated for improvement. moneys allotted to those sections from the bond issue have either all been expended, or will be insufficient to complete these gaps. The utility of the whole route is greatly diminished by the existence of these gaps. No other State moneys except those provided by the bond issue are now available. Unless direct appropriations are made for the State's share of the Federal Aid work, it is obvious that no improvement could be made in the very places where most needed to complete through routes.

Thus, if New York is to participate in Federal Aid, affirmative action by this Legislature is necessary, and I, therefore, recommend that it receive your careful consideration.

#### REPAYMENT OF ADVANCED MONEYS

In this connection, your attention is called to the fact that in 1907 the Legislature authorized the State to advance the county's share of the cost of county highway improvement, the counties to repay such advances at the rate of two per cent per year for fifty years, together with interest annually on the full amount advanced. Before the law was repealed twenty-one counties received advances aggregating about \$1,800,000. In order to enable these counties to relieve themselves of the excessive expense occasioned by this method, the Legislature of 1915 passed an act authorizing the counties immediately to repay their advances if they so desired. These moneys were derived from the first fifty million bond issue, and not being specifically allotted to any county by referendum,



View from station 49 looking south. A traveling crane in the foreground is used in handling materials. This machine is operated by compressed air piped from a central plant for the northern 2½ miles of the job. The compressor also furnishes the power for the drills used in blasting the rock and for operating several hoists. Note the rock slope on the right. This particular cut is 70 feet deep.

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would upon repayment go into the general highway fund, and upon appropriation by the Legislature be available for the improvement of State or county highways in any section of the State. Very few counties have as yet availed themselves of this privilege, although the total cost to the county if extended over the full fifty-year period, as will be readily seen, is extremely and unduly large. If the Act of 1915 were to be amended, and the rights to repay at any time limited to a fixed nearby date, otherwise the fifty-year period to remain in full force, it is possible that the counties interested might avail themselves of the privilege and the means thus be obtained for the improvement of a still further portion of the designated system; the work to be conducted in conjunction with the general highway plan above outlined, in connection with Federal Aid.

# ALTERNATIVE METHOD OF APPORTIONING THE EXPENSE OF COUNTY HIGHWAYS

The funds required for the improvement of county highways are derived from two sources, viz: The moneys derived from the sale of the second fifty million bond issue and apportioned to the counties; and the moneys contributed by the counties. Prior to 1916, Section 141 of the Highway Law provided that the county should pay two per cent of the cost of a county highway for each one thousand dollars of assessed valuation for each mile of public highway within the county, the State paying the balance; but in no case could the county pay more than thirty-five per cent of the total cost.

Section 141-a of the Highway Law was added by the Legislature of 1916, and authorized a board of supervisors, in its discretion, to provide for the payment of fifty per cent of the total cost of a county highway, instead of the percentage which it would otherwise pay under the provisions of section 141. Of the fifty per cent thus paid in the first instance by the county, not more than fifteen per cent is borne by the town or towns within which the road is located, and the balance by the county.

It is obvious that the adoption by a county of the proportion of payment authorized by section 141-a increases considerably the amount of county highways which may be improved in such county

by State aid; and the adoption by all counties of this basis would result in the improvement of another substantial portion of the designated system of county highways. Some counties have adopted the fifty per cent basis, and as the department is informed the subject is under careful consideration by boards of supervisors in other counties; and it is not improbable that, as the results which can thus be obtained become more widely known, advantage will be quite generally taken of this alternative method.

#### CONVICT LABOR

The Legislature of 1916 appropriated fifty thousand dollars for use in the employment of convict labor in the improvement of roads other than those to be improved as State or county highways under the bond issue.

In order to secure co-operation in this work the local authorities have been required to furnish a camp site, free of charge, also road building machinery, road making material, and a donation in money, either from town funds or by private subscription, the amount of the donation varying, according to the conditions, from five hundred to five thousand dollars per road, depending upon the class and quality of the road to be built. The total contributions thus made aggregate approximately sixteen thousand dollars. Nine different projects were taken up for improvement, the roads being those selected by the State Highway Department. The convicts employed were taken from the prisons most accessible to the roads upon which the work was performed. In addition to their employment in this manner, the convicts were also employed in the work of maintenance and repair of State and county improved highways, under the law authorizing their use for that purpose, the cost of maintenance while so employed being taken from the regular appropriation for maintenance and repair of improved highways.

About sixteen per cent of the average population of Great Meadow Prison was employed on road work during the summer season; about six and one-half per cent from Dannemora Prison; about thirteen per cent from Auburn Prison; and about one and one-half per cent from Sing Sing, making about nine per cent of



CORNWALL-WEST POINT, PART 1. STATE HIGHWAY NO. 5498 (STORM KING), ORANGE COUNTY.

This photograph was taken from station 54, looking north. Breakneck Mountain, on the right, is across the river. The sandy slope on the left was used by the engineers to ascend the adjacent ledge. The slope is terminated at the extreme left of the picture by a precipitous rock ledge over 100 feet high, the ascent of which was made by means of rope. During the early part of the survey work this "trail" was the only means of access to the ledges for a quarter of a mile north and all survey material had been carried over it.

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the total population of the four prisons employed during the season.

This is the first time in the history of the State that this work has been carried on to such an extent, or with such satisfactory results. The character of the work performed has been highly satisfactory, the new roads which have been built being ample for the localities and the traffic which they will receive. No complaints have been made by citizens living in the vicinity of the camps, and with the exception of some minor cases of disobedience, which were promptly dealt with by the convicts being returned to the prison, it may be said that the discipline was well maintained. The improvement in the physical welfare of the men was very noticeable, and as many of the convicts were short term men, and their period of imprisonment was soon to expire, they were enabled to obtain employment immediately and become self-supporting, due largely to their improved physical condition.

Encouraging as the results have been, both in the construction work on town highways and in the maintenance work on State and county highways, yet it is the opinion of this Department and of the Prison Department as well, that the experience of the past year will be of great aid toward attaining more satisfactory results during the present year. The Superintendent of Prisons has given the subject much study, and a number of conferences have been held between the Department of Prisons and the Department of Highways in regard to the prosecution of the work undertaken. The two departments have worked in harmony and have been in accord as to all the problems involved. Our experience has shown that the present statutes authorizing the use of prison labor on road work need some minor alterations, in order to permit of a more efficient administration, and this Department will cooperate with the Prison Department in recommending such amendments, believing that the work accomplished during the past year, while beneficial, can be made to result in still greater benefits in the future.

#### MAPR

In 1916 the Department for the first time prepared and distributed a map of the State which showed thereon all of the State and county highways already constructed, and in addition thereto showed the improved county roads and town roads. This was issued on May 15th, and showed all the roads or portions thereof completed and ready for use at that time, so as to be of the maximum value to users of the public highways during the summer season. The Department feels that the use of the map, which was quite general throughout the State, proved that it was of considerable value to the traveling public; and it is the intention of the Department to issue a similar map for the present year, adding thereto all of the mileage ready for use up to May first.

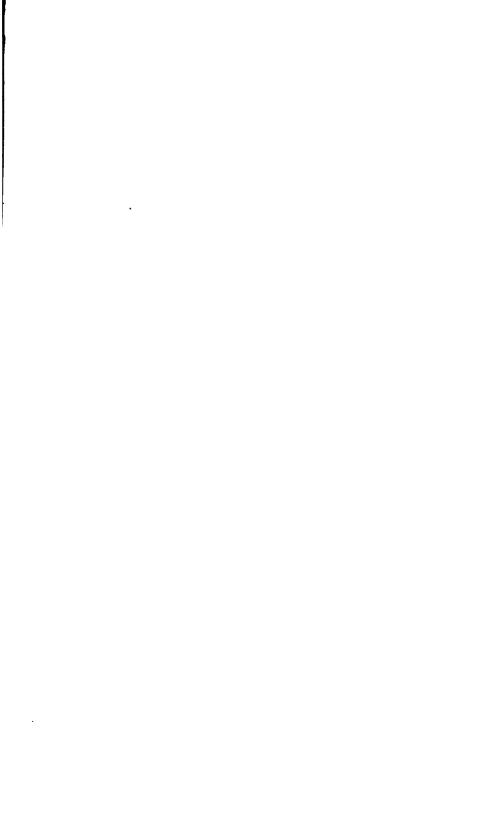
## MOTOR TRUCK AND MOTOR BUS TRAFFIC

Last year your honorable body passed an act which became a law, appointing a commission consisting of the State Commissioner of Highways, the State Engineer and Surveyor, and the State Superintendent of Public Works, to establish a schedule of registration fees for motor vehicles used as omnibuses for the transportation of passengers and of motor vehicles, commonly known as auto trucks, for the transportation of merchandise. commission, in accordance with the act, determined upon a schedule of fees, and the same was filed as required by law prior to January 1, 1917. The report of that commission draws the attention of the Legislature to the conditions which, as the result of its investigations, were found to exist; and suggested that proper laws should be enacted regulating such traffic. The experience of the highway commission is that the highways of the State under its charge are yearly requiring an increased amount for maintenance and upkeep, due partly to the increased mileage and partly to the heavier traffic which they sustain. Much of the maintenance cost is occasioned by the severe use to which the roads are subjected by motor trucks and motor omnibuses. A considerable portion of the improved roads of the State was constructed before this heavy traffic appeared. Such traffic is becoming heavier each season, and it is of the utmost importance to the State, if the large investment it has already made is to be properly conserved, that some well defined and reasonable regulations be prescribed. evidence obtained by the commission upon which to establish registration fees showed that the makers and users of motor trucks



CORNWALL-WEST POINT, PART 1, STATE HIGHWAY NO. 5498 (STORM KING), ORANGE COUNTY.

Station 58 looking north towards Storm King Mountain. This photograph shows a stretch of newly constructed guard wall, also the compressed air pipe and temporary track. The former carries the air to the various rock drills and cranes and the latter transports the broken rock after blasting.



and motor omnibuses recognized the need for such proper regulation, and offered to co-operate in bringing about such a result.

In this connection, attention is called to the fact that many of the counties and towns in the State have been and are now building roads at their own cost and expense. These improved county and town roads, which act as auxiliaries to the main system of improved State and county highways, exceed in mileage the total mileage of such improved State and county highways built by State aid. The improved county and town roads, while adequate for the traffic for which they were designed, are generally of a lighter type than the State and county highways constructed by State aid, and their life is seriously imperilled by the imposition of the kind of traffic above referred to.

Motor traffic is increasing with such rapidity that it seems clear that something should be done by the present Legislature in the way of enacting laws for such regulation, or by amending the existing laws which in their present form are inadequate.

#### MAINTENANCE AND REPAIR

The problem of the maintenance and repair of the system of improved State and county highways is as important and in many respects more complicated and difficult at this time, than heretofore. A road, when built, is designed to carry the traffic which, so far as can be determined, will pass over that road. The traffic conditions, however, do not prove to be fixed, either in character or extent. Vehicular traffic of a kind and to a degree not contemplated when many roads were constructed, constantly changing in variety of type and always increasing in extent, presents extremely difficult questions in connection with every detail of this branch of the department work.

During the past season 170 contracts were awarded for reconstructing, resurfacing, etc., aggregating \$2,180,872. In addition, there was expended for labor and material on work done by department forces \$2,112,830, making the total expenditure during the year 1916-17 for maintenance and repair of completed and accepted State and county highways \$4,293,702.

The details of this expenditure, with a careful and thorough analysis of the cost for different types, is fully set forth in the

report of the Second Deputy, in charge of maintenance and repair, which forms a part of the Annual Report of this Department, reference to which is respectfully requested.

### TOWN HIGHWAYS AND COUNTY ROADS

When the first appropriation was made, in 1898, for State aid in improvement of a system of main market roads, a law was also enacted providing for State aid to towns, to be used solely in the improvement of town highways, which would become auxiliaries to the main system of improved highways.

The moneys thus contributed by the State, as well as those raised by the towns themselves, are expended by the town authorities, but under the supervision and control of the State Department of Highways. It was thus found possible to formulate and develop a definite and comprehensive plan, under which work has steadily progressed from year to year. The results obtained, while possibly not so generally recognized as is the case in the improvement of the State and county highways, are, nevertheless, of very great importance considered in connection with the plan of highway improvement throughout the entire State, and are worthy of careful consideration.

Ten thousand six hundred eighty-five (10,685) miles of town highways have been improved, as follows:

	Miles
Town macadam road	4,483
Town gravel road	6,190
Town concrete road	12

10,685

While these roads are not of the high type of construction of the State and county highways, yet they are entirely adequate for the purpose for which they are intended, viz., as auxiliaries to the main system, and as such their value can not be exaggerated. The extent of the mileage thus improved is also significant, as it exceeds that of the combined State and county system thus far improved, and is increasing at the rate of approximately eight to nine hundred miles per year.

Important and useful as the improved town highways are to the population residing adjacent thereto, yet it is a fact that their value is equally as great to the residents in cities and villages, which ultimately receive the major portion of the products raised on farms and transported to market over these rural routes. Any improvement, as the result of which economy and speed are obtained in transportation conditions, equally benefits both the producer and the consumer. The value of the main market thoroughfares, consisting of the system of improved State and county highways which leads directly to the cities and larger centers of population, is enormously enhanced by the fact that such system is closely connected with the producer by means of town highways, which latter are in their turn enhanced in value by thus being enabled to serve not only the local needs, but the wider requirements.

The magnitude of town kighway improvement is shown by the fact that the total amount available in 1916, in the 932 towns, for highway, bridge, machinery and miscellaneous purposes, is \$9,295,278. Included in this amount is \$3,500,000 which the towns were obliged to raise by tax levied and collected on property outside of cities and incorporated villages, in order that the towns might secure from the State a contribution from the general State treasury of \$1,950,575. The cost to each taxpayer in the State as his share of this State contribution is only 16 8/10 cents for each \$1,000 of taxable property; and for this sum the direct benefits derived by all citizens of the State, both rural and urban, are obtained as above outlined.

The impetus which has been given to all classes of road improvement during recent years is indicated by the work which is being undertaken in many counties at the sole expense of the county, under Sections 320 and 320-a of the Highway Law. Seventeen counties, acting under these sections, have constructed at their own expense a total of five hundred seventy-five (575) miles of improved road, mostly of macadam type, and there is every indication that many other counties will soon be working along similar lines.

The total mileage of all types of improved road throughout the State, on January 1, 1917, was:

	Miles
State and county highways	6,434
Town highways	10,685
County roads (Section 320, 320-a)	575
County roads (Special Acts)	521
Total	18,215

The total of the so-called public highways in New York State is 79,398 miles. This figure is possibly somewhat misleading. It includes every description of road, many being little better than by-paths or lanes; many situated in the most remote regions and traffic over these has always been inconsiderable. The construction of improved State and county highways, town highways and county roads, has also diverted traffic in many regions to such an extent that many roads, once heavily traveled, now have but little, if any, use. It is estimated that the major portion of the traffic throughout the State is now borne by approximately 61 per cent of the total mileage; in other words, the total mileage of generally used roads would not exceed approximately 50,000 miles, and 36 per cent of this mileage has been improved.

Respectfully submitted,

EDWIN DUFFEY,

State Commissioner of Highways.





### REPORT OF FIRST DEPUTY

### DEPARTMENT OF CONSTRUCTION

ALBANY, N. Y., January 1, 1917.

Hon. Edwin Duffey, Commissioner of Highways.

Sir.—514.68 miles of road built are not a fair gauge of the work of the Highway Department during 1916. With deference to the conventions of annual reports, we present the figures—more, we emphasize them by pointing the contrast with the far better showing of 1915.

	19	915	19	916
Actually completed and accepted dur-				
ing the year	758	61	<b>514</b>	68
New contracts let during year	983	78	635	87
There were officially under contract				
December 31st	1,310	98	1,435	65
Physically completed, but not ac-				
cepted, estimated, December 31st	<b>532</b>	00	530	00

Of the amount placed under contract, the following will give the mileage of each type put under contract:

	19	15	19	916
Waterbound	352	56	34	83
Waterbound, surface application	148	28	260	93
Bituminous macadam (penetration				
method)	336	06	200	74
Bituminous macadam (mixing method)	2	20	1	76
Brick	29	<b>52</b>	12	<b>52</b>
Cement concrete	100	51	123	93
Miscellaneous	14	65	1	16
Total	983	<del>78</del> -	635	87

Why is there this difference?

Wherein has the energy of the Department been expended? Have we any real achievement to show for the year's work? The Department this year has worked with an energy, an enthusiasm, and a fine spirit of cooperation that have overcome

enthusiasm, and a fine spirit of cooperation that have overcome many of the obstacles that have impeded us. Some were beyond it: the scarcity of labor; the lack of supplies; the reluctance of contractors to undertake work with materials and workmen constantly increasing in cost, and growing uncertain at any price; the inefficiency of such labor as could be obtained; and the caution of bonding companies in assuring new work.

So potent were these factors, so alarming the failure of many contractors, that during the latter part of 1916, we advertised carefully prepared contracts for which we received not a single bid. Obviously, we could not proceed with the work.

Often, when the contractor failed after having started a piece of work, we sent our own forces upon it to put it into such temporary shape as would make it available for the public, placing the charge for such work against the contract funds. The inconvenience to the public caused thru work abandoned by contractors, and left unfinished, we have regretted and done our utmost to mitigate.

As an indication of the increased cost of labor and materials I append two tables. The first table shows the average cost per mile of 16-26 ft. highways exclusive of engineering and advertising. These prices are computed on the prices bid in awarded contracts so that they exactly represent conditions as viewed by the contractors, many of whom, however, in making these bids, did not allow sufficiently for the rising prices of labor and materials. That they did not, is best evidenced by their financial failure.

The second table shows relative prices of brick, cement and broken stone for the years 1914, 1915 and 1916, with the percentage of increase. This does not show an increase to so large an extent as the bid prices, for in many cases much of this material was sold under contracts which were made early in the year. It is safe to assume that with the beginning of a new season material



View taken on Crow Nest Mountain (Station 122) looking north. An earth cut is shown in the foreground and a rock cut in the background. Below are seen the West Shore tracks and Hudson river.



men either will provide for an increase, or will refuse to make future contracts and sell their materials more nearly on a month to month basis.

From these two tables an average has been struck, and the percentage of increased cost given. This is not indicative in any way of what conditions are at present. It simply shows the increase through 1916. With each letting there seems to be a corresponding increase in the unit prices bid and in order to let work it has become necessary to increase prices materially over the current estimated prices for the year 1916.

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# ANNUAL REPORT OF THE

TABLE SHOWING		AVERAGE	COST8	rs Per	B MILE	HO H	or 16'-26'		GHWA	HIGHWAYS EXCLUSIVE OF	TOBIA		ENGINEERING	EERIN(	TATE OF
						ADVE	Advertising								
OVINERES			101					1915					1910		
COONTIES	WB.	WB.	Bit. Mac.	F Con.	Brick	WB.	WB.	Bit. Mac.	F Con.	Briok	Mao.	WB.	Mac.	F Con	Briok
Albany Albany Albany Albany Albany Costenangus Costenangus Costenangus Cortenan Colemangus Colemang	218 28 28 29 20 20 20 20 20 20 20 20 20 20 20 20 20	9,176	15041 0 0 0 1248341 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1	6 6 6 6 6 6 6 6 6 6 6 6 6 6 6 6 6 6 6	2	88 91 191 112 191 18 18 18 18 18 18 18 18 18 18 18 18 18	8 00 8 00 00 00 00 00 00 00 00 00 00 00	50 21 0 621 001 0 630 88.00 at 20.00 at	14,098 14,098 14,098 14,098 11,008 11,008	88 3 7 6 6 6 6 6 6 6 6 6 6 6 6 6 6 6 6 6 6	11, 706 11, 388 14, 466 10, 470 8, 281	25 11 1 13 21 12 22 1 1 1 1 1 1 1 1 1 1 1	833 8 8518 83 323 17 1 8 2 1 1 2 2 1 1 1 2 2 1 1 1 1 1 1 1 1	11, 400 11, 200 11, 20	25. 25. 25. 25. 25. 25. 25. 25. 25. 25.
Onondaga Ontario Ortaga Ortaga	13,048		21,744	18, 422 12, 996 12, 506	24,087 27,676 26,476	10,30	0.000	12, 261 10, 074 10, 074 8, 563	11.808	28			11,530		11,376

# STATE COMMISSIONER OF HIGHWAYS

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Totals Average % decreas, 1915-1914 % increas, 1916-1915 % increase, 1916-1914	\$11,049	\$11,095	\$13,330	\$13,518	\$26,023	\$10,083 \$10,083	286,236 11,860	\$11,006 17.5	\$174,438 \$13,418 0.7	\$94.217 \$4.217	\$11,227 \$11,227 12.0 1.6	\$11,826 10.8 6.6	\$13,725 \$13,725 24.7 2.9	\$14,996 11.8 10.9	\$388,348 \$27,739 14.5 9.5
¥.	LABLE	Sноw	ING E	*Table Showing Relative Prices of Brick,	ve Pri	CES 0	BE	ICK,	EMEN	CEMENT AND BROKEN	Ввок		STONE		
			1914					1916	İ				1916		
	<b>A</b>	Briok #	. Stone	14" Stone	Cement	Briok		- Stone	14" Stone	Comount	Brick	4. Stone		14" Stone	Cement
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Such drawbacks explain the decrease in completed mileage. To combat them in the miles that we have built has consumed enough energy to have produced double the product under normal conditions. In spite of that drain, the Department has developed along other lines.

#### PREPARATION OF MAPS

The work that has been done on maps is significant at this time, when exact knowledge of the detail of all our highways is an essential factor in military preparedness. We have made an engineering review of approximately 1,000 miles of highway plans and are thoroughly informed of their possibilities for military traffic. Beside this, in connection with the 219 new construction contracts and the 160 repair contracts advertised, we have surveyed and made blue-print maps and plans in great detail of 2,666 miles of work.

There have been maintained and kept up to date seventeen complete sets of highway maps of the State. These are being amplified by a map for use in the Department that shows every type of road in different colors.

It is pleasant to note that the two maps prepared last year for public distribution have been much used and have received many favorable comments.

There were mounted on muslin 227 U. S. G. S. sheets as folders and flat; 67 county maps from U. S. G. S. sheets and 30 miscellaneous.

#### PLANS AND ESTIMATES

Closely related to the work on maps is the preparation of plans and estimates.

Our aim, in conformance with your policy, is to plan our work so as most nearly to complete the important links in the State and county system. You have made general plans towards this end for the use of Federal Aid moneys. With your approval we have tried to build such new roads as were either part of important routes like the Storm King Road, or else important connecting links like the Malone-Chateaugay Road. We have also tried to design these roads with the greatest economy compatible with good service so that, even at the sacrifice of an occasional



View from station 127 looking south. Showing movable derrick and hoist used in building this section; also the enormous boulders. About ½ mile of the road is being built through this material.

advantage to an individual piece of work, we might stretch our funds as far as possible toward the completion of the entire system. For, with you, we believe that a completed system of roads serving all parts of the State, will be of more profit to the people of any given community than an isolated stretch of elaborately built pavement that terminates with their own dooryards.

We want to design the type of pavement best adapted to each piece of work. Therefore, we have made special studies of the present and future requirements of traffic, and of conditions of climate and soil in their relation to highways. We have supplemented these studies by analyses of the inadequacies of past work and of the causes of winter break-ups. A survey has been made of every break-up on every State road. Ninety per cent of these break-ups naturally occur on the older roads built prior to 1913. All together they make an appalling total equivalent to 85 miles of 16-foot pavement.

These studies have influenced our designing, we hope with the effect of securing better construction work at less proportionate expense.

## MATERIAL SURVEY

The more we study the results of past highway work, the more strongly do we emphasize the importance of materials as a factor in success.

We have amplified our former material surveys and have made many special examinations in order to have exact information in regard to materials and their sources of supply. In the past few years there have been many cases in the Court of Claims which have arisen from ambiguity in specifying materials, and it has been our endeavor to comprehend this phase of our work so thoroughly that we could revise our specifications with an absolute precision that would preclude all possibilities of misunderstanding. We have applied this intensive study of materials to every practical method of design that would show a saving in the ultimate construction work.

The work of the survey has been carried out by making preliminary material surveys on proposed roads for the purpose of estimating and providing the type which we believe will be not only adequate for present traffic but remain equal to the additional traffic invited by the improvement. We have of course been influenced when selecting the type not only in the first cost of construction but also in the cost of maintenance and renewal. Seventy-two special inspections of this kind were made during the year by the head office forces. We also made continuous inspection of materials on highways under construction with more co-operation and better understanding from the individual engineer on the work than ever before. The efficacy of this material inspection is shown not only by the high quality of the completed roads but also by the fact that during the year there were rejected approximately 3,000 cubic yards of stone, 1,125 cubic yards of slag, 125 cubic yards of gravel, 1,450 cubic yards of sand and 100 cubic yards of screenings. So many rejections of dirty materials have made the sources of commercial supply realize that they must furnish us with what our specifications require. Thereby better construction has been secured, and the work benefited.

The permanent contribution to the Department's knowledge about road building made by the material survey has encouraged further research.

#### RESEARCH WORK

We must have a more durable type of construction in many sections of the State, and we must have it at reasonable cost. The concrete road is durable and economical, so we have been specifying a large amount of it. In order that this type of pavement be successful, it is absolutely necessary that the sand to be used in the concrete come up to certain standards Sand of good appearance often fails to meet these standards because it contains deleterious matter. We have been trying to determine just what this is. As such sand occurs mainly in heavily wooded areas where tannic acid exuded from the hemlock trees exists in the top soil and may seep to the sand below, we are trying out the theory that it is tannic acid that kills the cement action. A number of mortar cubes have been made up with the addition of various percentages of tanning liquor (containing tannic acid as a base). Enough cubes were made to be broken at 7 and 28 days; and at three. six and twelve months. The full experiment is not yet completed and will be reported in next year's work.



CORNWALL-WEST POINT, PART 1, STATE HIGHWAY NO. 5498 (STORM KING), ORANGE COUNTY.

View from Station 128 looking north. Crow Nest Mountain is seen in the distance. The man in the right foreground has one of the "jackhammer" drills which are invaluable in this sort of work.

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Good slag is essential if it is to be used in any type of pavement. The tests on slag run in the standard stone abrasion machine were not indicative of quality or comparable with different qualities of stone. It was learned that the material worn from the sample during the test filled the corners of the closed pot, and as soon as sufficient material had accumulated, a cushion was formed which greatly reduced the abrasion.

We designed a new pot to remedy this condition. This is of the same size and shape as the standard pot, but it is slotted at intervals to allow the worn-off material to escape and to prevent cushioning. This new test has been very successful in determining qualities of slag.

It has been also used in testing gravel with promising results. The aim in the gravel testing is to determine what gravel is suitable for use as coarse aggregate in concrete road surfacing. The better known gravels of the State, which have been proved successful by service test, have been tested in this machine and the results used as a standard for the judging of other gravels.

In testing gravels, several methods have been tried with charges of steel shot both in the closed and the slotted pot. So far, judging from results obtained, the most reliable method is in using the slotted pot without any charge.

The experimental work carried on with bituminous materials is always important. This year it has been along the line of emulsions, cut backs and various patching compounds for use in repair work. One result of this work was the securing of information which enabled the Department to draw a specification for an emulsion. This is believed to be the first specification published covering an emulsified asphalt. While not perfect in every respect, it has proven very satisfactory and enabled the Department to purchase approximately 700,000 gallons of material under competitive bidding, rather than under a trade name as formerly.

Closely allied to Research work is the work of the Bureau of Tests.

#### BUREAU OF TESTS

The annual cost of testing, including the necessary field, experimental and research work, and the routine checking of the kind

\$40,000 per year. This is about .4 of one per cent of the total amount of the money expended by the Department. It is cheap insurance on our work, for bad results from one or two pieces of work done without testing might be more costly to the State than the expenses of the laboratory for a whole year. Moreover, through the methods and practices in this Bureau, we are enabled every year to keep many cases out of the Court of Claims.

In 1916 the Bureau of Tests had 32 employees during the construction season, while between seasons it had a force of about 24 men. There were 1,265 samples of bituminous materials tested; 150 samples of paint materials, and 17 samples of miscellaneous materials not bitumens, making a total of 1,432 samples for chemical analyses.

There were inspected about 15,000,000 gallons of bituminous material of which 12,000,000 gallons were actually shipped. Our inspectors superintended shipments of bituminous materials from plants located in the following places:

State of New Jersey

Bayonne Warners Maurer

Shadyside

State of Maryland

Baltimore

State of Pennsylvania

Philadelphia Marcus Hook

State of New York

Brooklyn

Hastings-on-Hudson

Brick. Last year there were 71 samples of brick tested in our laboratory. In addition to this some interesting experimental tests were also made. A series of rattler tests were made to ascertain the effect of various shot charges, and also to determine the severity of the first few hundred revolutions as compared with those when the test is nearing completion.

From the accompanying tabulations and curves it is readily discernible that the brick show the greatest wear in the early stages of the test, which is to be expected because of their edges and corners. As the test progresses this loss becomes less and

less per hundred revolutions, until at the end of 800 or 900 revolutions it is practically constant. This would seem to indicate that a prescribed test of say 1,000 revolutions would be sufficient.

In these tests the standard brick charge was used, and the abrasive charge was varied as indicated. Where large shot only was used, the abrasive charge consisted of 10 shot or 75 pounds and where small shot only was used, 225 pounds.

TABLE N

ABRASIVE LOSS IN RATTLER PER HUNDRED REVOLUTIONS FOR
VARIOUS ABRASIVE CHARGES

•		Light 1	BURNED			HARD I	BURNED	
REVOLUTION (HUNDREDS)	Stand- ard charge	Small shot only	Large shot only	No abrasive charge	Stand- ard charge	Small shot only	Large shot only	No abrasive charge
1	3.80 2.20 1.43 1.14 0.95 1.24 1.14 0.90 0.70 0.70 0.70 0.80 0.50 0.90 0.50 0.90 0.70 0.50	3.84 2.89 1.24 1.15 1.09 0.70 0.70 0.70 0.70 0.70 0.70 0.50 0.50	5.74 4.56 2.60 1.90 2.20 1.40 1.00 0.90 1.00 0.90 0.70 0.80 0.80 0.80 0.80 0.80	4.60 3.83 1.52 1.40 0.95 0.95 0.95 0.60 0.60 0.70 0.70 0.55 0.50 0.50 0.70 0.50 0.5	3.17 1.93. 1.92 0.98 0.96 0.70 0.70 0.80 0.80 0.50 0.50 0.50 0.50 0.50 0.5	3.33 2.38 1.24 1.00 0.77 0.49 0.50 0.60 0.40 0.50 0.50 0.50 0.50 0.50 0.50	6.67 2.65 2.57 2.20 1.40 1.70 0.70 0.50 0.50 0.50 0.60 0.60 0.60 0.60 0.6	4.33 2.88 1.44 1.61 0.99 0.77 0.88 0.77 0.60 0.50 0.44 0.48 0.33 0.33 0.45 0.50 0.40 0.40 0.40 0.40 0.40 0.40

TABLE M

Accumulative Loss in Rattler, for Various Abrasive
Charges

		Light 1	Burned			HARD I	BURNED	
Revolution (Hundreds)	Stand- ard charge	Small ahot only	Large shot only	No abrasive charge	Stand- ard charge	Small shot only	Large shot only	No abrasive charge
1 2 2 3 4 4 5 5 6 6 7 8 9 0 0 11 2 2 3 3 4 4 5 5 5 6 6 7 7 7 7 8 8 9 9 0 0 1 1 1 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2	3.80 6.07.43 8.57 9.52 10.76 11.80 12.80 14.80 15.20 16.70 17.40 19.80 21.28 22.50 23.10 23.30 24.50 25.70	3.84 6.43 7.67 8.82 10.30 11.20 11.20 13.40 14.10 15.10 17.30 17.30 19.30 19.30 20.30 20.30 22.10 22.10 22.50 24.50 24.50	5.74 10.80 12.90 14.80 17.00 20.40 21.30 22.30 23.20 24.20 25.10 25.80 27.40 28.20 29.00 29.60 31.30 32.50 33.30 32.50 33.30 33.30	4.60 8.43 9.95 11.35 12.35 13.30 14.25 15.20 15.20 17.70 18.40 17.00 17.70 20.70 20.10 20.70 21.20 22.95 22.95 22.95 24.20 25.05	3.17 5.102 8.00 8.94 9.90 10.60 11.30 12.80 13.40 14.90 16.30 17.60 18.20 19.20 19.20 20.70 20.20 21.00	3.33 5.71.95 7.95 7.95 9.81 10.30 11.40 12.90 12.40 13.30 14.70 15.70 16.20 17.40 17	6.67 9.33 11.90 14.10 15.50 19.30 20.00 22.20 23.10 22.20 23.10 24.60 25.70 26.20 27.60 27.60 28.10 28.70 28.10 30.60 30.60 31.40	4.32 7.21 8.64 10.25 11.15 12.15 12.15 12.90 13.73 14.50 16.03 16.03 17.13 17.00 18.22 18.55 19.44 19.77 20.2 20.77 21.60 21.6

A number of tests were made on 3-inch paving brick in order to compare them with the 4-inch brick, especially in regard to abrasive loss. This was done because of the fact that the brick manufacturers maintain that a greater tolerance in the abrasive loss should be allowed on the 3-inch brick, but as our tests show that all except the brick of one company came well within the limits of our specification we have not changed it in any way.

Cement. During the year 1916, there has been evolved a new test for cement by a joint committee composed of the American Society for Testing Materials, the United States Government Departmental Committee and representatives from the American Society of Civil Engineers. This specification will be of great advantage for it is being put into general use as standard



A near view showing how the retaining wall is built. Note how the wall stones are "dovetailed" or "tied" into the rough pile of rocks back of them.

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throughout the United States and since it meets our conditions we have adopted it for our laboratory work beginning January 1, 1917.

Of the amount of cement tested during the past three years, the following percentages failed to meet the specifications and were rejected:

1914	11.50%
1915	8.63%
1916	1.40%

From this you can see that the cement companies realize what our requirements are and are doing everything possible to conform to them. Even had this 1.40% that failed been used in the work, no serious results would have occurred; one-half of it was rejected for failure on the 200 mesh sieve requirements, which would not have injured the cement for our work, and the other half was rejected because of flash set. The latter, in all probability, would have been aged enough by the time it reached the job to have passed this test.

Concrete cubes. The following tabulation is given to show the average compression on 6-inch cubes cast in the field during 1916, and tested at twenty-eight days:

Mix	Kind of coarse aggregate	Compression lbs. per sq. in.	No. of cubes
1-11/2-3	Stone and gravel (average of all cubes	3370	<b>504</b>
1-11/2-3	Stone	. 3380	445
1-11/2-3	Gravel	. 3080	48
$1-2\frac{1}{2}-5$	Stone	. 2180	<b>54</b>
1-21/2-5	Gravel	. 2040	82
$1-2\frac{1}{2}-5$	Slag	. 2060	26
1-3-41/2	Slag	. 2345	29

Of all cubes submitted for test, 13.25% showed a compression below the average for the class of concrete they represented, allowance being made for cubes cast and cured during cold weather.

All cubes showing compression below the average were examined for defects which are tabulated as follows:

	Per	cent
	1916	1915
Coarse aggregate coated	61.9%	35.0%
Fine aggregate containing an excess of loam		
or made up of excessively fine grained sand	25.7%	43.9%
Coarse aggregate of poor quality	6.2%	8.2%
Poor manipulation in making cubes	6.2%	16.9%

The results of the 1915 work are given to show the comparison with the 1916 work.

It may be interesting to note that 46.3% of the cement used this year was manufactured and shipped by New York state mills; 50.2% by Pennsylvania mills and the balance by mills located in New Jersey.

A summary showing the number of analyses made on various materials during the past year follows:

Chemical tests	1,432
Brick tests	. 71
Cement tests	498
Concrete cubes	851
Gravel and sand	734
Stone tests	551
-	
Total	4,137
=	

Whenever the character of the test permits, we try to make it in the laboratory so that it may be duplicated in the field. We want the laboratory work in such a way to be significant to the man on the job, and as far as possible we want its results checked up by him. The success of any piece of work depends upon the field man; in every case his personality helps determine the results. It has been our policy to put him in line with our tests, practices, etc., so that his interest and cooperation will show most profitably in the work. All of our men, from the engineer in charge of the road up, are instructed in all the tests and methods



Showing a portion of the retaining wall and guard wall under construction, also traveling crane used in the work.



of inspection and they complete them on every inspection of the work.

The work of the Bureau of Tests has had direct influence upon the highways we were building, and upon all of our construction work, both in instructing our men and in determining materials.

### CONSTRUCTION WORK

Of interest under this heading are four special construction features, which present unique difficulties and methods.

The Storm King road and the Rondout Bridge are the only serious gaps now in the completed route along the west shore of the Hudson from New York to Albany. We hope to have them both finished this year.

1. Storm King. This work was started in the summer of 1915, and progressed up until October 2, 1916, when difficulties arose between the contractor and the State. At this time about 32% of the work had been completed. Work was resumed again on January 26, 1917, with the same contractor, and if favorable conditions maintain, it should be well advanced during the coming season.

Many of the difficulties of constructing this road, which were deemed almost unsurmountable, have already been overcome with the completion of the real pioneer work at the most dangerous points along the route. The main delay in the work has been due to the fact that an injunction was served against the contractor on account of the blocks of stone from the blast rolling down and being deposited on a certain piece of property not owned by State or county. It is now believed that this injunction will be settled so that the contractor will no longer be balked at this point in his work.

2. Rondout Bridge. In asking for bids for this piece of work, it was found that the tremendous increase in the price of steel had made our estimate for the work too low. As these prices were exorbitant, and as it would take a year or more to construct the foundations and piers themselves, it was thought wise to let the work for the piers and foundations up to elevation twenty-five. Then, when this work should have been completed, the work of the super-structure could be let with a saving to the State from

any reduction in the price of steel that might have occurred meantime. The work to date is about 20% completed and should be finished the latter part of this construction season, when bids for the super-structure may be advertised.

- 3. Whitehall-Dresden Road, Part 2. As this is an important link along the eastern line of the State from Whitehall to Lake Champlain, and as it will relieve the dense traffic going north via Lake George and Elizabethtown, it was considered advisable to place it under construction at as early a date as possible. Efforts were effectually made to hasten the surveys and prepare the plans and award the contract, and we expect to be building the road this season.
- 4. Kaaterskill-Clove Road on Route 5-C is a difficult section of the State Route from Catskill to Oneonta by way of Palenville, Hunter, Tannersville, etc. This road is exceedingly difficult and costly to construct and because of the shortage of labor, the contractor was unable to do only about 25% of the total work during the past season. Such progress was far from satisfactory, but it was at least a start in the right direction. This year we hope to continue the work with reasonable rapidity.

Your Deputy and Supervising Engineer and the Confidential Inspectors have kept constantly in touch with all construction work during the entire season. These inspections, together with those of the Division Engineers, and the conferences and orders that have resulted from them are of obvious value in securing for the State a better grade of work.

It has been our aim to settle all difficulties between the contractors and the engineers and to adjust the same promptly and equitably so that they would not be left undetermined and make cases for the Court of Claims to handle. Many difficulties with contractors occurred through inadequate delivery of materials. This was aggravated by actual shortage in the quarries and by lack of transportation facilities. Where it was especially necessary to complete certain pieces of work the stone quarries cooperated with us in furnishing those jobs first.

All curves have been widened in order to obviate the danger of accident on our 16-foot roads, so that in some cases for curves of small radius at the center the actual road surface is as much as

22 to 24 feet wide. We have also considered it good practice to give the outside of these curves a super-elevation in order to make easier the steering of a car, to lessen the likelihood of skidding, and to insure greater safety in taking curves at speed. In some cases such practice has been objected to as inducing people to travel round these curves at greater rates of speed, but speeding seems to be an inherent mania, unrelated to external conditions, and it is certain that banked curves lessen the casualties resulting from it.

We have, wherever possible, made level and straight approaches to all railroad crossings in order to afford greater safety. Such approaches obviate the necessity for changing speed just before crossing the tracks and they also give a better view of the tracks than could be had on a grade approach. It has also been our policy to give better sight distance by removing any high embankments in the vicinity of crossings and by cutting back the embankments around curves. In many cases additional right of way has been acquired for this purpose.

Wherever new town bridges have been necessary, we have insisted upon their being built on such alignment as would place them straight with the road.

We have increased the thickness of many of our types of pavements to provide better for the increase in motor traffic and the increase in wheel loading of the motor trucks. In order, however, that our pavements may meet these conditions there must be some form of restrictive legislation controlling the loads put upon them; otherwise the cost of constructing roads to provide adequately for the probable increases in this class of traffic may be prohibitive.

### ROUTINE WORK

The public traversing the finished highway has little idea of the routine work that preceded its construction. Preparing for and supplementing the construction work just reported is the regular office work, suggested in the following summary:

There have been checked and recommended for action the usual modification resolutions changing the approved county system of highways; the preliminary resolutions requesting the construction of county highways; such village resolutions as

have been passed by the board of trustees requesting connecting links and providing for a wider pavement or a different form of construction.

During the past year there have been 219 new construction and 160 repair contracts advertised. In this connection it was necessary to make up, print, assemble and check approximately 13,150 proposals for construction and approximately 6,500 proposals for repair contracts. The 219 new construction roads represent approximately 1,932 miles, while the repair contracts represent 734 miles of work. There has been an engineering review of approximately 1,000 miles of highway plans. There were checked and approved 163 final estimates, 131 final acceptances, 134 special agreements and 26 authorizations for work.

There have been indexed all maps, tracings and data, cross-sections, etc., note books, estimates, reports on design, etc. There has also been prepared a proper description of each contract and final resolutions drawn covering the apportionment of the cost for all state and county highways. There have also been drawn modification, preliminary and village resolutions as requested by different county or village officials, and information in connection with the construction of highway work has been formulated upon personal request or in answer to correspondence.

The following figures will give the total on some of the different classes of work that were done during the year:

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80,461 blue prints made; 6,453 white prints;
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<sup>86,914</sup> total.

<sup>358</sup> sets of highway plans on cloth;

<sup>1,479</sup> sets of highway plans on paper, each averaging 13 sheets per set;

<sup>15,896 500-</sup>foot scale prints;

<sup>11,980</sup> cross-section prints;

<sup>8,391</sup> right of way prints;

<sup>13,720</sup> maintenance and repair prints;

<sup>1,010</sup> grade crossing prints, bridge and culverts;

<sup>6.790</sup> miscellaneous.



MALTA-SARATOGA HIGHWAY No. 611, SARATOGA COUNTY.



In the making of all the above there were 381,504 sq. ft. of blue print paper used; 29,094 sq. ft. of cloth, and 1,470 sq. ft. of brown paper for negatives, totalling 412,068 sq. ft.

A part of the routine work of the office is the work of the following Bureaus:

### BUREAU OF CLAIMS

There have been investigated during the year 1916, 547 claims for damages on account of drainage on private lands; 126 were disallowed and 421 were settled for amounts ranging from \$1.00 to \$300.00.

Four hundred and fourteen releases for drainage by open ditch and seven releases for drainage by tile pipe line on private lands have been secured during the year.

Nine agreements have been obtained covering all land taken and all consequential damages in connection with the elimination of four grade crossings on highway No. 1441, near Delhi, Delaware county.

Adjustments have been made concerning all land taken for right of way and all consequential damages in connection with the elimination of the following grade crossings:

#### County

Cementon	Ulster and Greene
Hubbells	Delaware
Main Line	Saratoga
Forest Lawn	_
Remsen	Oneida
Mamakating	Sullivan
Browns	Steuben
Prospect	Oneida
Pavilion	

### GRADE CROSSINGS

There have been completed during the year twelve grade eliminations, of which six have been accepted by the Public Service Commission. The other six were completed late in the season,

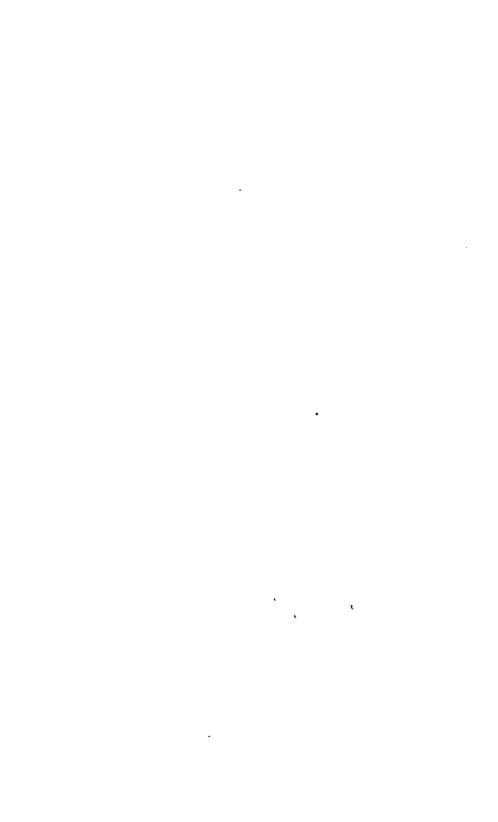
and sufficient time has not elapsed for their inspection and acceptance.

During the year seven petitions were forwarded to the Public Service Commission for grade crossing eliminations on our state and county highway system, upon which hearings have been held in five cases. Of these seven petitions an order has been secured for the elimination of one, while for the elimination of three others that have been determined upon the orders will soon be issued.

The attached four tabulations will show the status of grade crossing eliminations existent December 31, 1916:



MALTA-SARATOGA HIGHWAY No. 611, SARATOGA COUNTY



GRADE CROSSING ELIMINATIONS COMPLETED AND ACCEPTED DURING 1916

GRADE CROSSINGS ORDERED TO BE ELIMINATED DURING PAST YEARS WHICH HAVE NOT BEEN COMPLETED AND

#### Work completed but not accepted. Completed except pavement. Work nearly completed. Work completed but not accepted. Work completed but not accepted. Work completed but not accepted. Completed but not accepted. Completed but not accepted. Work commenced. Work nearly completed. Remarks No work started. No work started 88 1114 2485 2916 1108 8729 1052 1486 1486 1496 117 3675 Š July 2, 1914 Nov. 13, 1912 Dec. 1, 1914 Nov. 26, 1913 Oct. 27, 1914 June 28, 1915 Oct. 20, 1914 Out. 26, 1916 Out. 26, 1916 Dec. 31, 1913 Oct. 20, 1914 6, 1915 July 25, 1916 Dec. 24, 1913 Oct. 20, 1915 April 28, 1914 Order DATE OF July 1, 1912 May 29, 1914 June 15, 1914 July 19, 1916 Feb. 29, 1916 Sept. 3, 1913 May 8, 1914 April 30, 1912 Jan. 27, 1914 Sept. 3, 1914 Sept. 3, 1914 April 1, 1916 July 28, 1915 June 30, 1913 July 23, 1915 July 31, 1913 Dec. 11, 1913 Jan. 30, 1914 Petition ACCEPTED NZZ KKK CCC NCDDD YARRE YARRE COURTE N. Y. C. L. & H..... D., L. & W... West Shore ... O. & W .... U. & D.... Railroad D. & H Highway 4114 5399 5399 5582 5166 5169 573 573 5306 5297 5519 5519 5551 5569 5464 Ballston Duanesburg City of Kingston North Salem 3atavia..... Pavilion.... Saugerties Webster Lewiston Rallston.... Afton Delhi temsen.... Seline ..... DeWitt Chester Town Roxbury Catakill Genesee reene Orange Saratoga.... onroe Delaware Delaware..... Сћевапдо..... COUNTY Onondaga

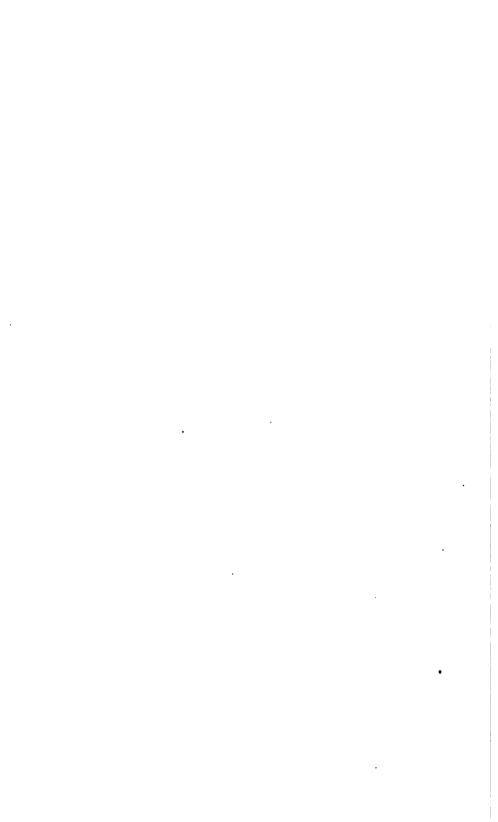
Proposed Grade Crossing Eliminations for Which Petitions Have Been Filed With Public Service Commission — No Orders Issued	DE CROSSINA	G ELIM	INATIONS SEVICE COM	LIMINATIONS FOR WHICH PETITIONS HAVI SERVICE COMMISSION — NO ORDERS ISSUED	ETITIONS DEDERS ISS	HAVE	Been F	ILED	With	Public
ATALIAN A		į	l	Petition	-	See.		-		
IINOO	UMO T	rugnway	realtroad	By	Date	0		Kemarks		
Allegany Chemango Chemango Livingeton Livingeton Monroe Onondaga Obsego. Submeetady Submeetady Submerie	Cube	5174 1171 208 1321 475 1074 1074 708 640 1467 Route 7	DONNNESS WERE WAS A WAY OF WAY	Town board June 12, 1914  Town board June 22, 1916  D. L. & W. April 14, 1905  Highway commission Jan. 19, 1916  Town board June 19, 1916  Highway commission Jan. 19, 1916  Town board June 19, 1916  Town board June 19, 1916  Town board June 19, 1916  Highway commission Jan. 20, 1913  Highway commission Jan. 20, 1913	June 12, 1914 June 22, 1916 April 14, 1905 June 16, 1916 Oct. 2, 1918 Oct. 2, 1918 Nov. 27, 1916 Jan. 20, 1913 Aug. 10, 1916 April 24, 1916	4675 5641 5638 5605 5605 5605 3843 3843 3843 3805 5800 5633	No agreement as to method of payment. Plans not prepared. Plans nearly completed. Plans completed and approved by all parties. Plans not agreed upon. No agreement as to method of payment. This case was discontinued Feb. 8, 1916. Plans completed and approved by all parties. Plans not approved. Plans completed and approved by all parties. Plans completed and approved by all parties. Plans completed and approved by all parties.	It as to me spared. Spared and site and spared to me seed upon. It as to me so	sthod of pa 1. pproved by thod of pa mued Feb. pproved by pproved by	yment.  7 all partice.  9, 1916.  7 all partice.  7 all partice.

Prospecti	Prospective Grade Eliminations for Which Petitions Have Not Been Prepared	Elimin	NATIONS	FOR	<b>W</b> исн	Petitions	Науб	Nor	Been	Prepared
COUNTY	Town		Highway No.		Railroad			R.	Remarks	
Broome Broome Chenango Colenango Dolaware Dolaware Geego Behencetady	Union. Kirkwood Aftan Outleir Tounkins Roabury Worcester Rotterdam		5377 D. L. & W M 834 Erie, M Erie, M 5280 D. & H Fet. 8396 O. & W 5343 O. & W 5343 D. & H 540 D. & H 70 D. & H 70 D. & H 70 D. & H 70 D. O. O. O. H 70 D. O. O. O. O. H 70 D. O.	West SERVICE	L. & W c. & H c. H c. Bast Shore east Shore	Method of Method	Wethod of financing this elimination not determit Method of financing this elimination not determit to funds available at present. Than not prepared. In such 5 which is completed, surplus available. Than not prepared. This elimination to be petit? Than not prepared. This elimination to be petit?	his elimin his elimin present. ompleted, This elim	ation not ation not surplus av ination to	Method of financing this elimination not determined. Method of financing this elimination not determined. Method of financing this elimination not determined. Plans not prepared. Plans completed. No funds available at present.



SARATOGA-SCHUYLERVILLE HIGHWAY No. 244, SARATOGA COUNTY.





### BUREAU OF STATISTICS

In addition to the work in connection with the Bulletin which is carried on from year to year, we have prepared eighteen tabulations of cost data and statistics for the bureaus of this Department. Much of the information given to outside people interested in the working of the Highway Department has required tabulation. Beside this there has been a large amount of information furnished to our Division Engineers.

One of the main endeavors of this Bureau in the past two years has been to obtain the correct mileages of highways lying within the corporate limits of villages. This will be of great benefit as it will make the mileages used by the different bureaus consistent.

In preparing for the revision of the Bulletin for the 1916 issue, we forwarded to the Division Engineers special copies of the 1915 Bulletin and requested them to assist us in picking out the errors and discrepancies which existed. We have been very greatly helped by the replies from the Division Engineers concerning errors in that issue. The work of correcting these errors and others which we have been able to discover ourselves has occupied much of the time which we have been able to spare to this work. We regret that the summarization of Appendix A has not been completed in time for the 1916 Bulletin.

In Appendix A, however, we have made a few changes such as giving the center line mileage for each type instead of the overall mileage of the highway. We have also made radical changes in the explanatory notes accompanying Appendix A which we hope will fully meet your criticism that the laymen could not distinguish the different types in this table.

Appendix B has been changed slightly by giving only the net mileages in the towns in that column which heretofore has contained both village and town mileage. This, taken with the changes in the method of totalling the mileages in each county, makes the only radical change in this portion of the Bulletin.

Appendices C, D and E have but a few small changes beyond bringing them up to date.

Appendix F, which is the appendix containing all our summaries, will show one main change. This consists of the elimination of what has been heretofore called the recapitulation of

Appendix B or the list by counties. In place of this we have substituted a table which will give the same information and very much more in much better form.

A natural consequence of the foregoing work is the constant reshaping of old policies and formulation of new ones. We have made some definite departures this year.

### NEW POLICIES

Size of Stone. We changed our specification on the size of stone for top course and for all concrete work from 2 inches maximum size to stone passing the 2¾-inch ring which would make about 2½ inches the maximum size for the stone. This change was made because we believe the larger stone gives greater stability in both our top course and in our concrete roads and also because a larger part of this product of stone crushed locally for concrete roads is made available, thus decreasing the cost of construction. In effecting economies, this change seemed worthy of our consideration and we accordingly made it. The results gained in construction have been favorable and we will continue with 2½-inch stone as the maximum size of our top course.

Freight Bureau. A Freight Bureau has recently been established in this Department and through it we have made requests of the railroads for reduction in rates on sand and crushed stone for use on many contracts. The carriers have agreed to reductions covering eighteen individual transportations. It is impossible at this time to determine how much will be saved to the State through these reductions, because in some cases the type of construction will have to change because the rate granted was not sufficiently favorable, while in others it was found that even under the reduced rate, the imported material could not compete with the local material. Many of the reductions were secured preliminary to preparing our estimates for new work so that we might compare the cost of various types. Much of this work has not yet been let, and until we have the bids on it we cannot gauge the amount saved.

There have been 1,103 tariffs obtained from the various railroads. Files have been provided and these are being properly



TROY-SCHENECTADY, PART 3, HIGHWAY No. 604, ALBANY COUNTY.





indexed. We have also made a card index of the cost of sand and crushed stone from various sources to each point of destination in the state, thus maiking possible a comparative study of the cost of such material at any given destination point. This work covers about 2,000 cards. The reductions granted by the railroads on sand and stone per net ton show a saving of from ten cents to \$1.21 from the original tariff.

One great advantage that is obtained from the work of the Freight Bureau is that it will show us the cheapest possible material in freight that can be used for any given project, so that there may be a saving shown by one supply over another. This information can in turn be made available to all our departments and will be valuable because it will make our estimates approach the going price of the work and by giving closer information to the contractor will obtain for the Department a better bid in competition for work.

We have brought out a new final estimate book which is to be standard for all work. This is to facilitate checking and also to make our records of completed work uniform in order that they may be more easily interpreted by anyone who needs access to them

We have also installed the use of the daily diary on every piece of construction work and in two or three cases that have been in dispute it has already become a valuable factor in our settlement. These diaries are to be returned to the head office with the final estimate and will make a part of the complete record for the road, so that should a case develop in the Court of Claims there will be full information for those handling the State's defense even though the men employed on the job are not available.

In 1915 we started surface treating our macadam roads with about one-quarter gallon per square yard of tar after the road had been subjected to traffic for a period of three months. For work not so seasoned we provide a treatment of calcium chloride that will carry it over the winter until it can have a protective coat placed upon it by the Maintenance Department. This surface treatment has proved so satisfactory that it will be continued on all our construction contracts. It not only preserves the

integrity of the surface of our waterbound macadam roads when they are new, but it decreases the cost of subsequent maintenance and leaves the road in excellent condition.

We have tried to specify conditions concerning materials which would create the greatest competition. We have investigated the original price and the freight charges in order to give contractors definite information by which they might bid more intelligently with ultimate profit to the State.

Respectfully submitted,
II. ELTINGE BREED,
First Deputy.

### REPORTS OF DIVISION ENGINEERS

### DIVISION NO. 1

## B. H. Wait, Division Engineer

Counties of Columbia, Dutchess, Greene, Nassau, Orange, Putnam, Rockland, Suffolk, Ulster and Westchester

There were under contract in Division No. 1 a total of 325.97 miles during 1916. Of this mileage 79.53 were officially accepted during 1916. This leaves 246.44 miles under contract January 1, 1917, of which 77 miles are practically completed, leaving 170 miles of actual construction for 1917.

Of the mileage officially accepted there were

- 6.36 miles of waterbound (plain).
- 5.82 miles of waterbound (surface treated).
- 42.79 miles of bit. mac. (penetration).
- 0.21 mile of brick.
- 24.03 miles of first-class concrete.
  - 0.32 mile of miscellaneous types.

# Total.... 79.53 miles.

Of the mileage officially under contract for 1917 there are

- 27.37 miles of waterbound (plain).
- 24.08 miles of waterbound (surface treated).
- 129.67 miles of bit. mac. (penetration).
  - 13.78 miles of brick.
  - 51.33 miles of first-class concrete.
  - 0.21 mile of miscellaneous types.

Total.... 246.44 miles.

The completed road contracts cost as follows:

Oiled waterbound macadam, at an average	
cost of	\$9,100 00 per mile
Bituminous macadam, penetration method,	
at an average cost of	14,100 00 per mile
Cement concrete pavement, at an average	
<b>c</b> ost of	11,000 00 per mile

The State's share, which comprises the 14 or 16 feet widths of the several types of pavement, of the completed contracts is as follows:

14 feet width waterbound macadam oiled, at			
an average cost of	\$9,100	00	per mile
16 feet width bituminous macadam, penetra-			_
tion method, at an average cost of \$:	12,800	00	per mile
16 feet width cement concrete pavement, at			
an average cost of	11,000	00	per mile

The average cost per mile of the State's share of the combined types of the completed contracts is \$11,700.

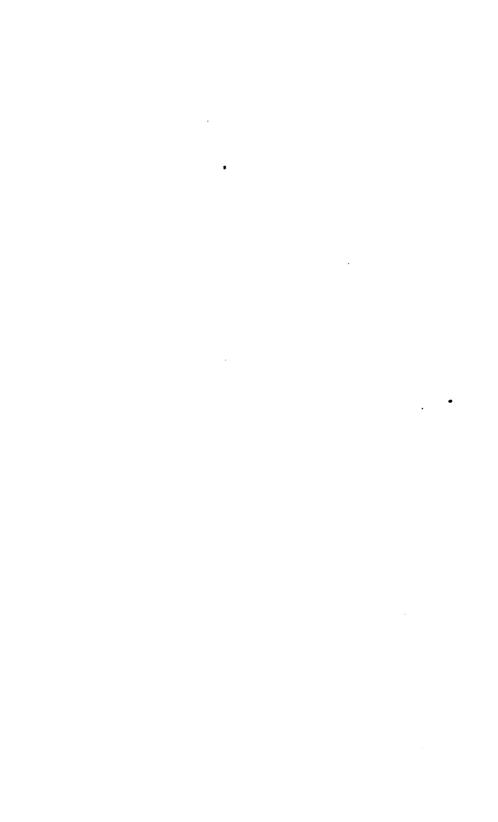
In addition to the uncompleted work under contract herein mentioned, there is also an additional contract No. 5599-A, for the foundation and piers for a bridge over Rondout creek in Ulster county, the contract amount for which is \$61,360, and the cost of work done to January 1, 1917, is \$12,496.96.

The cost of completed roads noted above is exclusive of engineering, advertising, etc., and covers only the actual construction cost. The low cost of concrete pavement completed is due to the fact that practically all the mileage was on a road bid in at a low price in 1914. The low cost of waterbound macadam is due to the fact that these roads were built on a light traveled route and of medium construction. The higher cost of bituminous macadam was due to heavy construction on main routes and to necessity in some cases of importing materials.



TROY-SCHENECTADY, PART 3, HIGHWAY No. 604, ALBANY COUNTY.





#### DIVISION NO. 2

## H. O. Schermerhoen, Division Engineer

Counties of Albany, Rensselaer, Schenectady, Saratoga, Washington, Warren, Essex and Clinton.

There were under contract in Division No. 2, a total of 208.37 miles during 1916. Of this mileage 66.86 were officially accepted during 1916. This leaves 141.51 miles under contract January 1, 1917, of which 32 miles are practically completed, leaving 110 miles of actual construction for 1917.

Of the mileage officially accepted there were:

- 22.13 miles of waterbound (plain).
- 23.52 miles of waterbound (surface treated).
- 13.98 miles of bit. mac. (penetration).
  - 1.63 miles of bit. mac. (mixing method).
  - 5.60 miles of brick.

### Total.... 66.86 miles.

Of the mileage officially under contract for 1917 there are

- 36.60 miles of waterbound (plain).
- 65.24 miles of waterbound (surface treated).
- 19.37 miles of bit. mac. (penetration).
  - 9.63 miles of brick.
- 10.67 miles of first-class concrete.

## Total.... 141.51 miles.

Completed roads of the following types of construction cost:

Waterbound macadam	<b>\$</b> 10,100	00	per mile
Bituminous macadam	11,110	00	per mile
Brick pavement	21,600	00	per mile

The bituminous macadam includes 1.09 miles of the bituminous macadam mixed type at an average cost of \$19,346.05 per mile.

This high cost per mile, however, includes the increased width within the city through which the road was constructed; the entire cost being paid on a 50 per cent, 35 per cent and 15 per cent basis by State, county and city respectively, none of the cost being paid from highway funds, but by special appropriation.

The average cost per mile of completed work including all types and the above mentioned special work is \$10,020.

### DIVISION NO. 3

## T. M. RIPLEY, Division Engineer

Counties of Franklin, Jefferson, Lewis and St. Lawrence

The work of construction in Division No. 3 has progressed favorably during the season of 1916, although hampered, naturally, by the scarcity of labor. This scarcity has militated against the work in two ways, viz., it has not only made the cost to the contractors much greater than was anticipated in some of their contracts, when taken, but much of the contractors' time, which would otherwise have been devoted to the progression of the material portions of the work, has been spent in hunting up laborers. The work was further delayed in the early part of the season by excessive rainfall, but this was later made up in part by a correspondingly dry period.

With these drawbacks, but one contract was cancelled during the season, and this cancellation was undoubtedly due more to the personnel of the management than the adverse labor and weather conditions, which is proved by the fact that a road of similar character, and only a few miles away in the same county, but of greater length and cost, was completed and the final estimate gotten out this year.

The main State route through this Division is Route 30. It extends from Niagara Falls to Rouses Point and is completed through the Division with the exception of two stretches of about eleven miles each. All of one of these stretches and about five miles of the other are now under contract, leaving but six miles of this main route yet to be contracted for.

State Route 27, from Utica to the Thousand Islands via Lowville, Carthage, and Watertown, has been finished for a year. The other State routes, viz., 30-A, 31, and 32, are progressing as rapidly as the funds will permit, and it is believed all of these, with the exception of Route 31, can be completed under the present authorized bond issue.

The county highways are progressing as the appropriations will permit, and, if labor conditions ease up a little, by the close of the season of 1917, the principal points in this Division will be connected by improved State or county highways and one short stretch of improved town road, excepting only the aforementioned portion of State Route 31. This will mean that traffic, not only from this Division but from all the cities in the central portion of the State, can get to Watertown, the Thousand Islands, along the St. Lawrence river to Massena and to Malone entirely on improved highways.

The route into the Adirondacks via Paul Smith's' will still lack four or five miles of good road by the end of the season of 1917.

As a matter which bears upon construction as well as design, I desire to call your attention to the fact that there is but one commercial quarry in this Division, that being a limestone quarry on a branch railroad. Further, the fact that the only commercial sand pit in the Division which has loading and rail facilities of any capacity whatever, has been condemned by the Department for use in anything except culvert concrete.

There were under contract in Division No. 3, a total of 185.70 miles during 1916. Of this mileage 70.61 were officially accepted during 1916. This leaves 115.09 miles under contract January 1, 1917, of which 32 miles are practically completed, leaving 83 miles of actual construction for 1917.

Of the mileage officially accepted there were:

- 7.35 miles of waterbound (plain).
- 14.73 miles of waterbound (surface treated).
- 35.04 miles of bit. mac. (penetration).
  - 2.70 miles of brick.
- 10.79 miles of first-class concrete.

Total

70.61 miles

Of the mileage officially under contract for 1917 there are

97.22 miles of bit. mac. penetration).

5.81 miles of brick.

12.06 miles of first-class concrete.

Total

115.09 miles.

### DIVISION NO. 4

## JAMES H. STURDEVANT, Division Engineer

Counties of Fulton, Hamilton, Herkimer, Madison, Montgomery and Oneida

There were under contract in Division No. 4, a total of 198.55 miles during 1916. Of this mileage 40.97 were officially accepted during 1916. This leaves 157.58 miles under contract January 1, 1917, of which 76 miles are practically completed, leaving 81 miles of actual construction for 1917.

Of the mileage officially accepted there were:

23.90 miles of waterbound (plain).

10.25 miles of waterbound (surface treated).

6.33 miles of bit. mac. (penetration).

0.49 mile of miscellaneous types.

Total

40.97 miles.

Of the mileage officially under contract for 1917 there are

95.24 miles of waterbound (plain).

59.81 miles of waterbound (surface treated).

1.10 miles of bit. mac. (penetration).

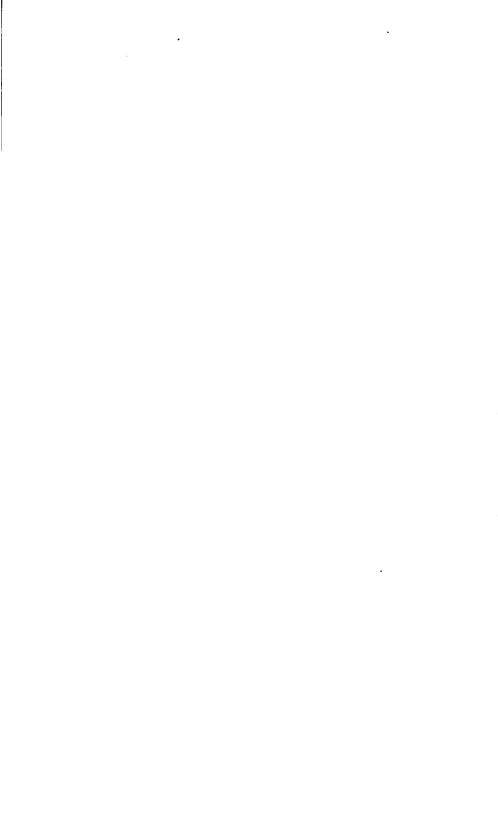
1.43 miles of bit. mac. (mixing method).

Total 157.58 miles.



HOFFMAN-CRANESVILLE HIGHWAY No. 5126, MONTGOMERY COUNTY.





The main trunk lines through Division No. 4 are practically completed, and the principal work in 1916 was building market roads or feeders to the main system. While these are primarily market roads, yet as soon as finished they have to sustain heavy automobile traffic of both pleasure and commercial vehicles and become short cuts for tourists traveling from one pleasure resort or point of interest to another.

In this Division, with the exception of a few areas, stone is generally plentiful but good concrete sand is scarce. On account of the heavy traffic, poor soil conditions and consequent bad frost action, it is essential that the roads be constructed with a heavy foundation and well drained, and in order to reduce the cost a cheap surface construction has been used. This condition has been met by building a six-inch or nine-inch foundation course of stone and a waterbound surface, treated with cold material. This type of construction has been successful and the cost of maintenance reasonable for roads in the outlying districts, but for those in the villages or those subjected to city traffic more permanent types, such as mixed, asphalt, bitulithic, brick, etc., are necessary.

The past season has been a very difficult one for the contractors to obtain sufficient labor to properly prosecute the work; also because of the material advance in the cost of supplies, contractors who carried over their work from previous years, when low prices prevailed, have done so at a decided loss. Due to these causes, to continuous wet weather in the spring and to a car shortage, the work in general has progressed very slowly. This means necessarily that the engineering cost is high, especially on those roads where the contractors failed and work had to be re-advertised, necessitating resurveys, etc. On roads that were let in the spring and completed in the fall, the cost of engineering was normal and under ten per cent.

At the present time conditions do not look much better for the coming season, but it is hoped that the roads that were started this year will be completed early in the season, and that with the new work coming on many gaps in the present system will be filled in, giving tourists a chance to visit sections now difficult to reach on account of poor dirt roads.

### DIVISION NO. 5

# HOWARD E. SMITH, Division Engineer

Counties of Broome, Chenango, Delaware, Otsego, Schoharie and Sullivan

There were under contract in Division No. 5, a total of 219.64 miles during 1916. Of this mileage 63.68 were officially accepted during 1916. This leaves 155.96 miles under contract January 1, 1917, of which 52 miles are practically completed, leaving 104 miles of actual construction for 1917.

Of the mileage officially accepted there were:

- 14.62 miles of waterbound (plain).
  - 3.22 miles of waterbound (surface treated).
- 33.69 miles of bit. mac. (penetration).
  - 0.38 mile of brick.
  - 4.02 miles of first-class concrete.
  - 7.75 miles of miscellaneous types.

Total

63.68 miles.

Of the mileage officially under contract for 1917 there are

- 23.63 miles of waterbound (plain).
- 32.76 miles of waterbound (surface treated).
- 88.72 miles of bit. mac. (penetration).
  - 1.76 miles of bit. mac. (mixing method).
  - 9.09 miles of brick.

Total

155.96 miles.

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The completed work of the following types of construction cost as follows:

Waterbound macadam	<b>\$8,400</b> per mile
Bituminous macadam (penetration method)	12,000 per mile
Second-class concrete with bituminous surface.	11,500 per mile
Brick pavement	52,700 per mile

The excessive costs of bituminous macadam and brick pavement were due to additional widths in the villages of Delhi, Greene and Johnson City and in the city of Binghamton, which, if deducted, would reduce the cost of the State's share of bituminous macadam to \$11,700 per mile and of brick pavement to \$20,900 per mile.

The low cost per mile of waterbound macadam is due to the fact that of the above mileage 54 per cent has a width of pavement of only twelve feet.

#### DIVISION No. 6

## W. M. Acheson, Division Engineer

Counties of Cayuga, Cortland, Onondaga, Oswego, Seneca and Wayne

There were under contract in Division No. 6 a total of 170.42 miles during 1916. Of this mileage 39.82 were officially accepted during 1916. This leaves 130.60 miles under contract January 1, 1917, of which 49 miles are practically completed, leaving 82 miles of actual construction for 1917.

Of the mileage officially accepted there were

- 10.63 miles of waterbound (plain).
  - 0.18 miles of waterbound (surface treated).
- 20.03 miles of bit. mac. (penetration).
  - 0.27 miles of brick.
  - 8.71 miles of first-class concrete.

Total

39.82 miles.

Of the mileage officially under contract for 1917 there are

- 12.15 miles of waterbound (plain).
- 24.03 miles of waterbound (surface treated).
- 38.79 miles of bit. mac. (penetration).
  - 0.74 miles of bit. mac. (mixing method).
- 11.12 miles of brick.
- 43.77 miles of first-class concrete.

Total

130.60 miles.

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The highways completed during the year were built at the following average costs per mile:

Waterbound macadam, at	<b>\$</b> 8,756 per mile
Bituminous macadam, penetration method, at	11,154 per mile
Cement concrete pavement, at	15,372 per mile
Brick pavement, at	37,046 per mile
Bitulithic pavement, at	31,404 per mile

The high cost of the cement concrete pavement is due to the fact that a large section is 22 feet wide. The average cost per mile on a 16-foot basis is approximately \$14,258.

The high cost of the brick pavement is due to the fact that it is mostly in villages or cities and extra widths were built. The average cost per mile on a 16-foot basis is approximately \$21,853.

The high cost of the bitulithic pavement is due to 30-foot width and concrete curbing for 0.28 mile. The average cost per mile on a 16-foot basis is approximately \$21,900.

The reason for the large mileage of uncompleted work is due almost entirely to the scarcity of labor, which not only retarded progress on the road itself, but also delayed construction by reason of the commercial quarries being unable to produce their normal tonnage of crushed stone.

#### DIVISION No. 7

# Perry Filkin, Division Engineer

Counties of Genesee, Livingston, Monroe, Ontario, Orleans and Wyoming

There were under contract in Division No. 7 a total of 183.47 miles during 1916. Of this mileage 50.55 were officially accepted during 1916. This leaves 132.92 miles under contract January 1, 1917, of which 47 miles are practically completed, leaving 86 miles of actual construction for 1917.

Of the mileage officially accepted there were

- 24.01 miles of waterbound (plain).
- 17.72 miles of waterbound (surface treated).
  - 3.43 miles of bit. mac. (penetration).



HOFFMAN-CRANESVILLE HIGHWAY No. 5126, MONTGOMERY COUNTY.





- 1.74 miles of bit. mac. (mixing method).
- 2.65 miles of brick.
- 0.82 miles of first-class concrete.
- 0.18 miles of miscellaneous types.

Total

50.55 miles.

Of the mileage officially under contract for 1917 there are

- 29.01 miles of waterbound (plain).
- 84.70 miles of waterbound (surface treated).
  - 2.12 miles of bit. mac. (penetration).
  - 1.08 miles of brick.
- 15.02 miles of first-class concrete.
  - 0.99 miles of miscellaneous types.

Total

132.92 miles.

During 1916 \$455,000 has been expended for the work of construction, exclusive of engineering.

We are carrying over for construction during 1917 contracts valued at \$932,000.

The wet weather during the early part of the season, combined with scarcity of labor, account for the fact that about one-half the work was done during 1916 that was done in 1915.

# DIVISION No. 8

CHARLES M. EDWARDS, Division Engineer

Counties of Allegany, Chemung, Schuyler, Steuben, Tioga, Tompkins and Yates

The counties of this division lying in what is known as the Southern Tier constitute what has been called a "geological dumping ground." Here we find the softer sandstone both as gravel deposits and ledges, with a great amount of small thin float, in abundance and covering nearly the entire division.

Some difficulties encountered in road designing may be judged by the fact that in Allegany county the underlying stratum is generally found to be quicksand, which causes heavy slides wherever sidehill cutting is done. These slides sometimes cover the road to a depth of four feet and great care is used to so design roads that the original slopes are not disturbed.

A new method of tabulating available road building materials was instituted this year by a thorough material survey of the locality in which the road is to be constructed and mapping all gravel, stone, sand, etc., sampling same and sending a copy of this material report with the samples to the Bureau of Tests.

In this connection a great deal of investigation has been made the past year toward locating the best ledges in order to utilize the local material as much as possible for metalling and thus reduce the cost of construction. In one specific instance a suitable stone was found for top course in a section where it had been supposed an imported material would have to be used, thus saving several thousand dollars in the cost. Where there is absolutely no available material for top course construction, imported stone or slag has been used.

Owing to being located in a hilly section this division is probably using greater quantities of underdrains than any other in order to overcome the bad effects of excessive ground water; thus the cost of grading and drainage of roads is very high and the width of the improvement has been kept as narrow as the circumstances would warrant, a great many of the market roads having a metalling of but ten feet width.

A change has been inaugurated in making preliminary surveys here. Instead of a rather random line being laid down as a base line we are now placing it so as to coincide as nearly as possible with the new center line of improvement and at angle points putting in regular curves. This will tend to lessen liability to error in computing distances and calculating grades.

Lack of labor has hindered the prosection of contracts in every case and difficulty has also been encountered in obtaining imported materials in some instances so that the progress of construction work has been the slowest of any season since 1898.

There were under contract in Division No. 8 a total of 205.73 miles during 1916. Of this mileage 36.46 were officially accepted

during 1916. This leaves 169.27 miles under contract January 1, 1917, of which 81 miles are practically completed, leaving 88 miles of actual construction for 1917.

Of the mileage officially accepted there were

- 12.13 miles of waterbound (plain).
- 20.28 miles of waterbound (surface treated).
  - 1.22 miles of bit. mac. (penetration).
  - 1.11 miles of brick.
  - 0.18 mile of first-class concrete.
  - 1.54 miles of miscellaneous types.

Total

36.46 miles.

Of the mileage officially under contract for 1917 there are

- 35.45 miles of waterbound (plain).
- 77.12 miles of waterbound (surface treated).
- 40.97 miles of bit. mac. (penetration).
  - 3.13 miles of brick.
  - 4.75 miles of first-class concrete.
  - 7.85 miles of miscellaneous types.

Total

169.27 miles.

During the year plans for 76.19 miles of improvement have been prepared at the division office and awards have been made by the Commission covering 84.29 miles of improvement; preliminary surveys were completed for 41.05 miles of State and county highways, plans for 27.16 miles were revised and of these there are plans for 11.98 miles awaiting contract. There were 52.31 miles of highway physically completed including a part of State Route 4 which closes the gap of this important trunk line across the division and gives two completed routes westerly through Steuben county.

The field work, including engineers' salaries and expenses without preliminary or overhead charges, amounted this year to 12.09 per cent of the work done in this division, approximately \$571,000 worth of work being paid for.

Considerable assistance has been rendered the counties and towns by advising with them in regard to bridges and town and county roads and also in the elimination of grade crossings, and the town and county officials have reciprocated by consulting with the office regarding new structures on roads to be improved on State and county routes, thus promoting cordial relations between this department and outside officials throughout the division.

#### DIVISION No. 9

CHARLES J. McDonough, Division Engineer

Counties of Cattaraugus, Chatauqua, Erie and Niagara

The general policy of construction followed out in the division was to finish gaps and uncompleted links in State and county highways. The trend of the recent designs has been mostly to cement concrete pavement on the main routes, which, up to date, seems to be giving very satisfactory service and appears to be a very economical form of construction. In the designing of this type, dependence is placed on metal reinforcement as a protection against unstable foundation and our later designs contain practically a reinforced continuous strip for the entire length of the road.

There were under contract in Division No. 9 a total of 252.48 miles during 1916. Of this mileage 66.20 were officially accepted during 1916. This leaves 186.28 miles under contract January 1, 1917, of which 84 miles are practically completed, leaving 102 miles of actual construction for 1917.

Of the mileage officially accepted there were

- 4.76 miles of waterbound (plain).
- 2.59 miles of bit. mac. (penetration).
- 17.01 miles of brick.
- 38.14 miles of first-class concrete.
  - 3.70 miles of miscellaneous types.

Total 6

66.20 miles.



CONCRETE CONSTRUCTION WORK UNDER SUPERVISION OF TOWN BOARD, CONTRACTORS FOR HIGHWAY NO. 1274, SUFFOLK COUNTY.





Of the mileage officially under contract for 1917 there are

17.89 miles of waterbound (plain).

23.98 miles of waterbound (surface treated).

5.13 miles of bit. mac. (penetration).

31.71 miles of brick.

107.42 miles of first-class concrete.

0.15 mile of miscellaneous types.

Total 186.28 miles.

On January 1, 1917, the roads designed and ready to advertise for contract consisted of about 82 miles. On an additional 90 miles surveys were made and designs are in various stages of preparation. In addition to the foregoing there are about 20 miles of completed surveys and about 13 miles of surveys actually in progress.

The progress of work throughout the entire division was abnormally slow during the 1916 season, the principal reason for this being shortage of labor and unreliable railroad deliveries. The gaps filled in the principal routes during the season were as follows: Genesee street, Erie county, making a continuous road from Buffalo to Erie county line; Farnham to Irving, a gap of three miles, giving an improved road from Silver Creek to the city of Buffalo; in Chautauqua county, on the east side of Chautauqua lake, three contracts practically completed, except one mile, completing a line from Westfield to the city of Jamestown on Route 4; in Cattaraugus county a gap was filled in from Cattaraugus to Little Valley, finishing a complete stretch of road from the village of Cattaraugus through Little Valley, Salamanca and Olean, thence along Route 4 to the Cattaraugus county line.

At present the systems in Niagara and Erie counties, in Chautauqua county and in Cattaraugus county are entirely separate from each other, but with the roads contemplated for improvement it is possible that within a period of two years these three systems may be linked together.

### REPORT OF SECOND DEPUTY COMMISSIONER

JANUARY 1, 1917.

Honorable Edwin Duffey, Commissioner of Highways:

Sir.— I have the honor to submit herein my annual report of the Bureau of Maintenance, Repair and Reconstruction of the improved State and county highways for the working season of the year 1916.

On April 1, 1916, there were 5,959 miles of completed and accepted State and county highways outside the limits of cities, all of which were maintained, repaired and in some instances reconstructed during the working season of 1916, and during said working season, from April 1st to December 1st, there were completed and accepted 297 miles of improved highways which were placed under maintenance as soon as they were officially accepted, all as authorized by section 170 of the Highway Law.

The aforesaid section of the Highway Law, in placing the responsibility for the maintenance and repair of the improved State and county highways, with the State Commission of Highways, provides that the work may be performed either by contract or directly by the Department.

By reason of the magnitude of the work as a whole, it appears desirable to incorporate into contracts so much of the work as can be properly anticipated and which can be expressed in comprehensive contract units. Accordingly the following contracts, with plans and specifications therefor, were prepared, advertised and awarded:

Fourteen	contra	cts	$\mathbf{for}$	the	recor	ıstr	uction	$\mathbf{of}$
highway	ys witl	ı a	diffe	rent	type	$\mathbf{of}$	improv	red
surface,	aggre	gatiı	ıg 16	3.6 m	niles a	ıt a	total c	ost
of								
								••

\$268,822 00

Sixty-two contracts for the resurfacing of badly worn concrete, macadam and gravel pavements, aggregating 185.5 miles at a total cost of....

1,103,493 (1)

Ten contracts for heavy surface treatment macadam pavements, aggregating 53.3 at a total cost of	miles ent of gravel	<b>\$1</b> 69,825	00
surfaces, aggregating 1,445.7 miles at a cost of		491,831	00
Twenty-five contracts for furnishing bitum material for use by the Departmental for	inous	701,001	00
aggregating 2,633,960 gallons at a total co		224,250	00
Three contracts for furnishing and deliv-	_		
broken stone for use by the Departm			
forces, aggregating 5,475 cubic yards at a		15 007	OΩ
cost of		15,907 	
A total of 170 contracts have been awa authorizing a total expenditure of  The funds expended directly by the Dement may be segregated into the follounits:	rded  part-	\$2,180,872	
Personal service, wages, temporary:			
Patrolmen	7 00		
Foremen, laborers, mechanics and			
teams	0 00		
Purchase of materials 515,00			
Purchase of equipment and tools. 67,08			
Rental of equipment and tools 33,69			
Rents, office and storage 8,45			
Purchase of supplies 15,32			
Advertising 8,70			
Engineering salaries 280,02	8 00		
Engineering expenses, travel and livery	5 00		
Total expended directly by the Depart	ment	2,112,830	00
Total expenditures and contract obliga	tions	<b>\$4,293,702</b>	00

The work accomplished directly with the Departmental equipment, labor and materials includes the following:

Maintenance by patrol system 5,459 miles of low grade concrete and macadam pavements and gravel surfaces at a cost for labor and material of \$654,746.

Light surface treatment with bituminous material and cover 423 miles of low grade concrete, macadam and gravel surface highways, at a cost of \$85,810.

Restoring in a permanent manner, 243,880 square yards of macadam pavement which had broken through under traffic during the spring months, at a cost of \$326,400.

Making extraordinary repairs occasioned by cloudbursts and floods, \$71,042.

Miscellaneous repairs to pavements, shoulders and gutters with gangs other than patrol, 2,600 miles, at a cost of \$772,628.

In explanation of the various features of the work, taken up in the order enumerated, it is pertinent to state, that after a survey of all of the improved highways by the Division Engineers in the month of November, 1915, they recommended that some 413 miles should be resurfaced with a new top layer of macadam laid over the old pavement which would be used as a foundation, or that the pavement should be reconstructed of a different and more permanent type.

The limited funds available would not permit the resurfacing or reconstruction of the mileage recommended, and it was possible to treat in this manner but 202 miles of which

- 14.3 miles were reconstructed with first class concrete pavement at a cost of \$11,787 per mile.
- 2.33 miles were reconstructed with vitrified brick pavement laid on concrete foundation at a cost of \$26,114 per mile.
- 142.9 miles were resurfaced with a new 2½ inch bituminous macadam top course, with some considerable new foundation, where pavements had broken or weakness was manifest, at a cost of \$5,901 per mile.
- 42.7 miles were resurfaced with a new 3 inch waterbound macadam top course, with considerable new foundation at a cost of \$5,105 per mile.

The increased cost of resurfacing as compared with last year's experience is principally due to the larger amount of new foundation course required; it is estimated that the cost of this additional work has been about \$450 per mile.

Heavy surface treatments to macadam pavements are sometimes resorted to instead of resurfacing and consist of scarifying and loosening the old surfacing, adding a varying quantity of new stone and finishing in the manner of bituminous macadam penetration method, the new stone added giving an increased thickness of approximately one inch. The average cost of this treat ment is about \$3,000 per mile and is only undertaken where the old pavement has sufficient stability, and has a rough and uneven surface, the correction of which is desired.

Light surface treatments of bituminous materials with cover are a continuation of the previous practice of the Department, in treating macadam and gravel surfaces with a bituminous product having about 65 per cent. asphaltum or pitch base, which may be sprayed on the pavement with a pressure distributor at a temperature of about 100° F., this material requiring some heating except in very hot weather.

The disagrecable features, from a traffic standpoint, connected with the use of asphaltic oils for light surface treatments have been obviated to a considerable extent by a slight change in the specifications by which the amount or texture of the asphaltic residue is not changed, but the character of the flux is to some extent regulated, in that approximately one-half of the flux is required to be a light volatile oil which will evaporate in about two days' time after being applied to the pavement.

This modification results in decreasing the length of time from one-half to three-quarters, during which the condition of the pavement after treatment is objectionable from a traffic standpoint and increases the cost of the application about twenty-five dollars per mile.

The practice of advertising for proposals for furnishing the bituminous materials to be used directly by the Department with its own forces was continued in 1916. This practice, while highly commendable for several reasons, does not result in the most efficient maintenance of the improved highways, in that one firm may

obtain the contracts for furnishing all of the material of one grade required by the Department. The bulk of the material is ordered soon after the execution of the contract, and in both 1915 and 1916 the successful contractors were not able to make deliveries promptly, resulting in delays in the repairs to the pavements, with increased ultimate cost to the State.

This same criticism applies to the award of contracts for furnishing and delivering of crushed stone for maintenance purposes, and the former practice of the Department was practically discontinued during the past season and the only broken stone contracts advertised and awarded were for furnishing broken stone that must of necessity be crushed locally. Much more efficient service resulted therefrom, particularly where the material could be obtained from commercial quarries, which could be purchased and delivered as required.

Of the broken stone contracts awarded in 1915, several were of necessity cancelled after grievous delays in delivery, with the resultant accelerated deterioration of the pavements, where maintenance was not kept up by reason of lack of material.

### PATROLMEN

The former practice of the Department was continued in the assignment of a working patrolman to sections of macadam and gravel improved highways varying from four to seven miles in extent.

The efficiency of the patrol system as compared with the gang system has been questioned, and in sections where a gang can be operated to advantage the patrol system has been suspended for a time and while the gang would unquestionably perform more efficient work than the average patrolman, it was found that the greater efficiency was more than offset by the greater magnitude of the work required to be performed.

This statement is qualified by the old saying that "A stitch in time saves nine," and it was found that the patrolman who was over the road every day could perform the one stitch in less time and at less cost for material than where the same number of men were combined in a gang, with a necessarily greater mileage of highways to maintain, and by reason of the larger mileage that the attention to each section of highway was perhaps at intervals

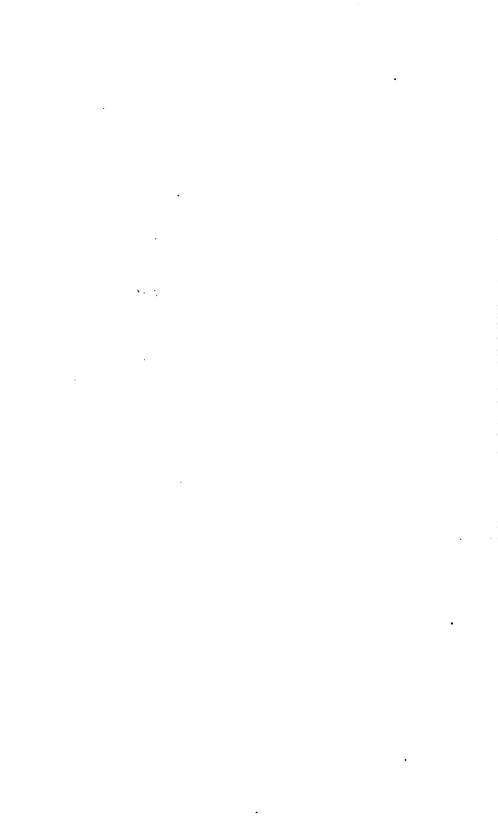


Washout Caused by Summer Flood on State Highway No. 5502 - Allegany County,



SAME HIGHWAY AS SHOWN ABOVE AFTER REPAIRS WERE MADE.





of several weeks, when the nine stitches were then required, which more than offset the efficiency of the work of the gang as compared with the average individual patrolman.

The patrolman is not appreciated until his services have been dispensed with or when he is not supplied with material, then the lack of his "stitch in time" is evident, and it is soon necessary to install the gang to make the nine stitches, and the work becomes a repair, while that of the efficient patrolman should be styled maintenance.

These remarks in connection with the efficiency of the patrol system are chiefly applicable to the waterbound macadam and gravel surfaced highways, which are subjected to any considerable amount of motor vehicle traffic and which deteriorate rapidly under such traffic, but with bituminous bound macadam, first class concrete and brick pavements which do not deteriorate rapidly, it is questionable whether a gang patrol is not more efficient than the individual patrol.

During the past season, few, if any, individual patrolmen were employed on first class concrete and brick pavements, and the repairs necessary were taken care of with temporary gangs, and with few exceptions this method worked out satisfactorily, the exception being when it was difficult to obtain temporary local labor at the time needed.

Foremen, laborers, mechanics and teams are all considered as temporary occupations and the positions are filled from the nearest local source of supply.

During the past season it was extremely difficult in some sections to obtain temporary labor locally and it was necessary to transport labor by motor vehicles from the centers of population, and no better conditions are anticipated for next season.

Purchase of materials from commercial sources of supply are all based on published and filed quotations from the various commercial corporations or individuals operating in the district.

Where materials are purchased locally, the best price obtainable is solicited, but oftentimes the cost of corresponding imported material influences the price at which the local material is held.

The purchase of equipment and tools during the season includes twelve steam road rollers, three 3 ton motor trucks and one 5 ton motor tractor equipped with two trailer outfits, one a 1,000 gallon pressure distributor tank, the other being a 5 ton stone truck.

The purchase of this equipment resulted in a saving of 50 per cent. of the cost in the reductions of rentals from last year's experience, and the purchase of additional equipment is recommended, particularly two or three light trucks in each division for transporting laborers.

Rental of equipment is necessary by reason of the insufficient supply of the State owned equipment and oftentimes by reason of the isolated location of the work to be performed, which makes it more advantageous to hire local steam rollers if they can be obtained than to ship in the Department rollers for a few days' work. The work being so scattered, even to the most remote parts of the State, it does not tend toward efficient organization of equipment.

In the rentals of large units of equipment, fixed unit prices are established and generally accepted by those having highway equipment for rental.

The purchase of supplies includes fuel, gasoline, oil, repair parts, etc., for the equipment owned, and in some cases rented by the Department.

#### RENTS

The acquisition of repair equipment by the Department necessitates a rental charge for storage and repairs during the winter season, and in several of the divisions a central storehouse is maintained during the entire year. It would seem advisable to acquire land and erect temporary buildings for storage purposes at various central points throughout the State.

The expenditures for advertising are in connection with soliciting proposals for contracts.

Engineering salaries you will note are but 7 per cent. of the total amount expended, which percentage I believe is consistent with the necessity for personal supervision which the character of the work demands, considered in connection with the widely scattered location of same.

The highways being so widely distributed, constant supervision and inspection necessitates a large expense for travel.

Those regularly employed in supervising the work of maintenance and repair in a district or county generally have an allowance for the use of a privately owned bicycle, motor cycle or light motor car at a corresponding average rate of twenty-five cents, \$1.50 and \$3.00 per day, respectively, which allowance barely pays for the up-keep and fixed charge of operating such a means of transportation, and much greater return is received by the Department than by rentals from liveries.

The cost of maintenance, repair and reconstruction of the large mileage has been segregated and charged against the roads of various types of improvement, following the plan of last year, in order to determine the cost of maintenance of the several types of pavements which have been used in the improvement of the New York State and county highways, and the results are indicated in the following table:

TYPE OF IMPROVED SURFACE	Miles of improved highways of each type	Expenditures per mile during 1916, for maintenance and repeir, exclusive of reconstruction to different type	Total expenditures per mile, during 1916, including reconstruction to a more permanent type of surface-
Block pavements: Brick Asphalt Wood Stone Brick cabes Concrete: First-class Second-class Hassern	267.23 15.86 0.23 1.69 0.33 151.68 238.30 60.24	\$176 00 78 00 52 00 46 00 188 00 141 00 1,080 00 412 00	\$695 00
Hassam Bituminous macadam: Mixing method: Amiesite, concrete base. Amiesite, macadam base. Topeka, macadam base. Topeka, concrete base. Open mixed concrete base. Open mixed macadam base. Bithuithic concrete base. Henderson macadam base. Gravel, mixed gravel base.	1.24 4.07 25.21 6.64 6.54 11.92 13.17 1.11 2.55	148 00 112 00 205 00 256 00 117 00 686 00 1,769 00	
Penetration method: Asphalt binder. Tar Tar Sub-base bituminous surface Waterbound macadam Gravel. Kentucky rock asphalt Rocmac	2,534.89 97.90 22.93 2,391.37 173.78 17.55 1.39	493 00 234 00 681 00 906 00 587 00 331 00 532 00	506 00- 971 00- 1,056 00-
Total, all types	6,047.82	\$651 00	\$698 00

An extraordinary expenditure of \$71,042, which was required to restore to normal condition sections of improved highways that were damaged by cloudbursts and flood, has not been distributed to the particular type of pavement, in which class the highway damaged belonged, in that the type of pavement had no bearing on the extraordinary expense.

The average annual cost per mile for maintenance and repair is obtained by dividing the total expenditures on all improved highways of a particular type by the total number of miles of such type, including the cost of new surfaces in the case of macadam and second class concrete, but not including the cost of reconstructing or further improving the highway with a different and more permanent type of pavement, such as the reconstruction of a gravel road, with a new macadam or concrete pavement, or the reconstruction of a macadam or Hassam pavement with a new concrete or brick pavement.

The total average cost per mile includes all expenditures on highways of each type and includes the cost of reconstruction or further improvement of the highway with a pavement of a different and more permanent type, which reconstruction was made necessary by the increase in traffic since the first improvement of the highway to such an extent that the former type of improvement was no longer suited to the traffic to which the highway is now subjected. While this expenditure is not properly a charge of maintenance against the original type of improvement, still it is a factor to be considered in designing and improving a highway with the cheaper and more temporary types of pavement, and the cost of such reconstruction of a few miles of old pavement has been distributed over the entire mileage of the former type as an indication of what may be expected in the maintenance of such types of pavement.

Too much weight should not be given to the tabulated costs per mile of the types represented by very small mileage, conversely the data on types of considerable mileage and wide distribution should represent with a reasonable degree of accuracy the average cost of maintenance of pavements of the particular type.

From a study of the table it is apparent that of the pavements represented by a material mileage, the second class concrete or one

requiring a bituminous wearing surface requires the largest expenditure per mile to maintain, with waterbound macadam next most expensive; that bituminous macadam penetration method is somewhat less than the average of all classes, being but slightly over one-half that of waterbound macadam; that among the pavements requiring the lowest expenditure per mile are found the first class concrete, block pavements and the bituminous macadam mixing method.

In view of the fact that the traffic is not confined to the pavement by curbs, and the earth shoulders are a part of the traveled roadway, the cost of the maintenance of pavement has not been segregated from that of the shoulders, and the figures quoted represent the cost of maintaining the entire roadway. This method would seem more consistent for purposes of comparison for the reason that the cost of maintenance of the shoulders of those pavements having a general low cost is much higher than for maintaining the shoulders on those pavements which have a general high cost.

#### GENERAL.

The year of 1916 will be remembered in many sections of the State as one of unusual conditions in so far as the maintenance of improved highways is concerned.

During the spring months many of the improved surfaces broke through under traffic to an extent never before experienced during the history of the State Highway Department.

The broken areas having been measured and tabulated it was ascertained that 758,000 square yards of pavement were thus broken up. This yardage is equivalent to 82 miles of pavement 16 feet in width.

The general method used in repairing these broken pavements is to excavate the area involved about twelve to fifteen inches in depth, and lay a foundation of rough stone or coarse gravel nine to twelve inches in depth and restore the pavement on the new foundation, also providing subdrainage for the affected area.

The cost of such permanent repairs will average about \$1.30 per square yard. It is, therefore, evident that the cost of permanently repairing the pavements that were broken up last spring in the manner described, including new foundation, would have been approximately \$1,000,000.

In many counties the limited funds available would not permit of the permanent repairs described, and the broken pavements were simply leveled down and veneered over with a thin crust of macadam, which areas will probably break up again next spring.

The field engineers who made the surveys of the broken pavements were requested to designate a reason or cause for the breakup, and of the reasons assigned 50 per cent. were accredited to poor drainage.

This answer is one that is most easily assigned and readily accepted as the cause of broken pavements which develop during the spring months.

This reason, however, will not explain why the roads break up in the spring and not during a protracted rainy period in the fall, or why they break up some seasons and not in others.

The conclusions of the writer are that the conditions favorable to broken pavements in the spring are a wet season the previous year followed by an open winter or one with repeated freezing and thawing; the effect of these conditions on a silt sand or soft clay produce an unstable condition when the frost finally leaves the ground, and if the pavement crust has not sufficient strength in itself to bridge over the unstable section and carry the traffic loads, there is but one answer — a broken pavement.

The act of freezing of the material forming the foundation of a pavement draws moisture from below. This is demonstrated by freezing of a reasonably dry earth surface which, after thaving, leaves a wet muddy surface.

Following a wet season the level of the ground water is high. perhaps at the elevation of the bottom of the open ditches. The act of freezing draws this water up to the under side of the pavement which, if impervious, is heaved or raised by the expansion of the moisture by freezing. The frost goes out, but before the moisture can leach away, another freeze occurs, more moisture is drawn up, more heaving occurs. It is not uncommon to find pavements heaved four to six inches with not over eighteen inches of frost.

The expansion of water by freezing is about one-eleventh. It is, therefore, evident that the extreme heaving is due to something other than the expansion of the moisture which was naturally in the crust actually frozen.

We must, therefore, conclude that the act of freezing and thawing draws up, from the ground water level, moisture which accumulates under the impervious pavement in frost or ice, thereby lifting or heaving the pavement.

This action may be observed with many classes of soils but only in certain cases will the pavement break through.

When the frost finally leaves the ground in the spring there is an accumulation of water in the frost affected area, and with soils that of their nature by capillary attraction hold the moisture in suspension, they become semi-plastic and unstable. Soils that are not as suited to the capillary action permit the moisture to leach away and settle down much quicker and then have stability to sustain the pavement under moderate traffic.

The soil most productive of broken pavements is a silt sand found in the valleys. This material when examined with a microscope is found to be made up of round fragments of rock mixed with a varying quantity of silt or when dry an impalpable powder. This mixture of rounded sand grains mixed with the very fine powdered silt forms an ideal condition for the retention of moisture by capillary action, and when in a saturated condition is very unstable, and in extreme conditions is styled quicksand.

Traffic over the pavement crust where these conditions prevail causes the pavement to weave, depressing under the load and rising both front and rear; with moderate traffic the thin pavement crust may withstand the weaving without breaking through, the only result being a wavy surface after the moisture has finally leached away.

But with heavy loads traversing the highway during this unstable period the pavement first appears to buckle or bulge at frequent points, after which the destruction is fast; the pumping action of the passing load tends to force the plastic subsoil toward the vent at the bulge, where the pavement eventually breaks in what is termed a frost boil. This break is then extended at each end by traffic, until the small frost boil may extend fifty, one hundred or more feet in extent.

The most effective construction where these troubles are anticipated is an open porous foundation course of rough field or quarry stone or coarse gravel.

The writer prefers the open course to the filled course. The

open course permits the accumulation of the frost in the voids without heaving of the pavement, also where the moisture is allowed to accumulate in the voids of the open foundation course, it is not held in suspension by the subsoil, and if the open foundation is provided with suitable outlets, the moisture accumulated under the top crust will drain off quicker, and the underlying subsoil become stable sooner than with the close filled impervious foundation course where the moisture is frozen into the subsoil.

One of the principal reasons for the large amount of broken pavements, developing the past season, is that the pavements were not constructed sufficiently strong to carry during the trying periods the heavy loads to which the highways are now subjected, by reason of the rapid increase in number and weight of commercial trucks and busses, especially where they are operating on regular daily schedules.

A large percentage of the mileage of improved highways in this State were designed and only intended to carry a gross load of about three tons moving at a speed of four miles per hour, and many of these roads are now subjected to gross loads of seven to ten tons moving at a speed of twelve to fifteen miles per hour.

The Division Engineers were requested during the past summer to report the improved highways which, in their opinion, were not structurally strong enough to withstand, during the spring months, the traffic to which they are now being subjected, and the total length of improved highways so reported was 1,939 miles, which were improved at a probable cost of \$20,000,000 and are now considered not sufficiently strong to withstand the traffic to which they are now subjected, and this traffic, that of the motor truck and bus, is increasing by leaps and bounds, not only the number of such vehicles but the gross weight of the vehicle.

I have taken a long way around to lead up to this subject, the gross weight of the vehicles traversing the improved State and county highways; it is, however, to emphasize the following recommendation:

That the gross weight of vehicles which may traverse the improved highways be restricted by legislature enactment in order that a pavement may be designed for such load, with some assurance that when constructed it will meet the traffic requirements.

With no restrictions on the gross load that may be carried on one axle, there can be no assurance that any pavement will be constructed of sufficient strength and stability that will meet the requirements of traffic which may be developed during the reasonable expectancy of life of the pavement.

Another unusual condition to be remembered in connection with the season of 1916 is the damage occasioned by cloud-bursts and floods. Extensive extraordinary repairs became urgently necessary as the result of abnormal or extreme conditions, localized in the western part of the State, due to damage caused by the erosion by the larger streams, notably the Genesee river and Cattaraugus creek at their flood stage, during the spring run-off, and also three excessive storms of the nature of cloud-bursts which occurred during the months of May, June and July, and were concentrated on limited areas in Steuben and Allegany counties. It has been estimated that it would cost in excess of \$100,000 to repair this damage, and expenditures on this account to the amount of \$75,000 have been made. The topography of this section of the State is hilly and the improved highways usually follow the valleys.

These storms caused the streams to leave their former channels and in some instances to form new ones, occupying the location where our improved highway had been for considerable distances, earth embankments, macadam, and even concrete pavement being swept away by the rushing waters, large quantities of soil, gravel and other debris being washed down the slopes and left deposited upon our paved roadways, clogging ditches and culverts, bridges and culverts being washed out.

The urgent need was first to restore conditions to make traffic possible, then to do protective work and later to replace paved surfaces.

The restoration of embankments, raising the grade in some instances to avoid recurrence of future trouble if possible, protecting the slopes with suitable retaining walls, rip-rap paving or timber cribbing was promptly begun and is now practically completed.

In many of these instances the pavement has not as yet been restored, but the fills have been lightly surfaced with best local

material available, it being deemed prudent to allow some time for the new embankments to consolidate, the scarcity of labor being another reason.

Work of this nature obviously cannot be forecasted and provided for in a specific schedulized budget, and indicates the necessity for an unassigned fund.

### CONVICT LABOR

Section 179 of the Prison Law provides in part as follows:

"Employment of convicts on public highways. The superintendent of state prisons may employ or cause to be employed the convicts confined in the state prisons in the repair of state and county highways at any place within the state upon request of the state commission of highways, \* \* \* The expense of maintenance of such convicts while employed in repairing a state or county highway shall be borne by the state and paid by the state commission of highways, in the same manner as other expenses in repairing such highways."

Under authority of this section of the Prison Law, arrangements were made with the Prison Department for the assignment of State convicts upon the work of maintenance and repair of the improved highways, to be furnished from Auburn, Great Meadow and Sing State prisons.

Two general methods of handling the prisoners were tried out. By one method, where the work was within twenty miles of the prison, the men were taken from the prison each morning and conveyed to the work with a motor truck and returned to the prison in time for the evening meal, food being furnished direct by the prison. The alternate method consisted of housing the men in a rented house in the vicinity of the work, provisions supplied from local sources, and the camp maintained by two additional prisoners, a cook and a barber. Auburn prison furnished men for four such camps and Great Meadow for two camps, while from Sing Sing the men were transported to and from the prison each day.

The result of these experiments would indicate that within restricted limits it is more economical to transport the men from



Washout Caused by Summer Flood on State Highway No. 5348, Steuben County.



Same as Above After Roadway Was Restored, Showing New Timber Crib Bank Protection.



and to the prison daily than to maintain them in established local camps, but that about ten miles is the economical radius of operation from the prison center, and for work at a greater distance, the local camps are preferable.

The searcity of laborers available for work on the highways during the past season made convict labor very acceptable and highly desirable to the Highway Department, and it is believed that the use of convicts on the highway work resulted in a considerable saving to the State both in the Highway Department and in the Prison Department, and it is recommended that the practice be continued at least as long as the present stringency in the labor market continues.

Reference is made to the following reports from Division. Engineers in regard to the work performed and costs of same:

From Wm. A. Acheson, Division Engineer, Syracuse, N. Y., in connection with men supplied from Auburn prison:

"The use of convict labor was started in Division No. 6 during the season of 1916 by the establishment of four camps at the following locations:

Camp No. 1. Established May 10th at Camillus with	
one guard and seventeen convicts, disbanded Sep-	
tember 21, 1916. Number of days worked, based	
on an eight-hour day	2,033
Camp No. 2. Established May 18th at Euclid, with one	
guard and fifteen convicts, disbanded October	
15, 1916. Number of days worked, based on an	
eight-hour day	3,312
Camp No. 3. Established May 26th at Cato, with one	
guard and fifteen convicts, disbanded September	
22, 1916. Number of days worked, based on an	
eight-hour day	2,521
Camp No. 4. Established June 26th at Skancateles,	
with one guard and seventeen convicts, disbanded	
July 31, 1916. Number of days worked, based on	
an eight-hour day	840
· · · · · · · · · · · · · · · · · · ·	

Total number of working days.....

With each camp there was an officer, and at three of the larger camps a foreman also lived, thus eliminating the necessity of an extra guard.

The sites of these camps were selected so that they would be in the vicinity of a network of roads, thus preventing the necessity of changing the location of the camp.

The subsistence for the camps was secured at the Auburn State prison, the provisions being delivered to the different camps by a small automobile truck. As fresh meat was supplied it was found necessary that the commissary truck should visit each camp at least twice a week; the cost of subsistence of convicts and guards was 35.8 cents per man per day.

During the entire season 170 different convicts were employed. The average number employed daily was 115 men.

The following is a tabulation showing the convict cost during the entire season:

Maintenance of Convicts

Food, medicine and house incidentals	\$3,122	91
Transportation of convicts	986	91
Gasoline, tires and supplies for Ford		
commissary truck	218	76
Delivery man on Ford truck	349	50
Rental of houses	144	00
Repairs to Ford commissary truck	64	06
Incidental expense, travel (prison		•

# Equipment Purchased

Ford truck	\$275	00
Stoves (5) and stove supplies	107	90
Lumber and nails for camp furniture	47	<b>15</b>
Trailer	122	00

guards)...

552 05

\$5,458 31

\$4,906 26

20 12

### Direct Road Costs

Foremen, roller engineers, teams, watchmen	\$8,498	64
Materials:		
Stone \$2,513 25		
Sand	•	
Gravel		
Bituminous material 4,439 08		
Cement		
Dynamite		
Drain tile 84 20		
Lumber and nails for forms 80 40		
Expanded metal		
Cement coater		
	7,773	01
Repairing tools	5	<b>30</b>
Coal for rollers	43	93
Oil, waste and small repairs to rollers	44	05
Equipment Rented		
Roller		
Concrete mixer		
	140	00
1	\$21,963	24

From H. O. Schermerhorn, Division Engineer, Albany, N. Y., in connection with men supplied from Great Meadow prison:

About 2,300 feet of Highway No. 722, Washington county, which was in very bad condition, was entirely rebuilt with a waterbound macadam surface by prison labor during July, August, September and October, 1916; a total of 2,377 days labor was used or an average of 18.7 men working a period of 127 days.

The prison camp was located 400 feet from this road and contained from ten to twenty-five men, the number varying according to the available prisoners, who were changed from time to time and carried to and from Comstock prison in automobiles.

On this particular job, prison labor did not prove economical, due partly to the large amount of overhead expense required, such as rental of roller, water wagon, gasoline pump, etc.

The clay banks along roads Nos. 1115 and 1116, Rensselaer county, had slid so as to fill up the ditches and in many cases covered a portion of the macadam. These banks were removed during July, August and September, 1916, by the use of prison labor consisting of a gang of approximately twenty prisoners for a period of sixty-four days, a total of 1,280 working days. These prisoners were secured from Comstock prison and housed a short distance from the road. The material was removed from the ditches by means of picks, shovels and wheel-barrows, in most cases being wheeled across the highway and dumped over the bank, thereby widening the shoulders on the opposite side of the road.

These prisoners were also used to apply the cover for the oiling of about sixteen miles of road, located in various parts of the county.

While working on the Rensselaer-Castleton road, the prisoners either walked to and from the job or were transported by the Albany-Castleton bus. When employed in applying cover for oiling work, due to the long distance from camp, it was necessary to transport the prisoners in a three-ton truck owned by this Department.

In both cases the prisoners were fed at the camp, one prisoner acting as cook and general camp attendant. All supplies were purchased directly by the guard in charge, bills for which were approved by the warden and later paid by this Department. The prisoners, including baggage, were transported from Comstock prison to the Rensselaer-Castleton road by train to Albany, thence by automobile truck to the camp a few miles below Rensselaer.

Due to the numerous changes in the personnel, the prisoners in the Washington county camp were less efficient than in the Rensselaer county camp, one man being estimated to be the equivalent of about four-tenths of a common laborer, while in the Rensselaer county camp, it was estimated that one prisoner was equivalent to about seven-tenths of a common laborer.

From B. H. Wait, Division Engineer, Poughkeepsie, N. Y., in connection with men supplied from Sing Sing prison:

During the season of 1916 convicts were used on the maintenance of roads in Westchester county to the extent of a total of 2,662 convict days; the average number of men used per day was about eighteen. These men were not camped but were transported in motor trucks from Sing Sing prison to the site of the work each day.

The total amount of work done by these convicts with the help of State foreman, auto-truck and chauffeur, was to make repairs to 12.14 miles of road surface, clean 17.4 miles of shoulders and ditches, and to apply oil and cover to 13.45 miles of road.

The actual cost of this work was as follows:

Chauffeur's salary	\$358	33
State auto truck, expenses, depreciation, etc	881	96
Foreman's salary	158	00
Team hire	20	63
Food and tobacco for convicts	818	44

\$2,237 36

The estimated cost to the State of doing this work on a basis of \$2.50 per day for labor would have been \$2,650. In other words there was an apparent saving by the use of convicts of about \$412,64 or approximately 16 per cent. This saving can, I believe, be increased materially under present conditions if the men are placed in a camp alongside the road where a full day's work can be obtained. Under the scheme in Westchester county last season it was impossible to average more than six and one-half hour's actual time on the job, as the rest of the day was spent in transportation to and from the work. The convicts themselves are much more satisfied and it is believed will do better work if they are housed away from the prison where sleeping conditions are better and where, in case of rainy days, etc., they do not have long rides with wet clothes."

Respectfully submitted,

FRED W. SARR, Second Deputy Commissioner.

# GENERAL STATEMENT COVERING MAINTENANCE WORK BY COUNTIES

#### ALBANY COUNTY

In this county there are 172.09 miles of improved State and county highways, of the following types:

- 100.42 miles of waterbound macadam.
  - 42.37 miles of bituminous macadam asphalt binder.
    - 4.83 miles of bituminous macadam tar binder.
  - 10.63 miles of second-class concrete.
    - 2.87 miles of first-class concrete.
    - 8.94 miles of brick pavement.
      - .14 mile of stone block.
      - .60 mile of Hendersonian pavement.
    - 1.29 miles of Warrenite pavement.

Of which 6.81 miles are within the corporate limits of cities.

Of the total mileage indicated above 19.05 miles were reconstructed or placed under contract for reconstruction at a total cost of \$102,865.

56 miles were given a surface treatment or placed under contract for surface treatment at a total cost of \$19,720.

54 miles were extensively repaired by the departmental repair gangs at a total cost of \$37,104.

145 miles were maintained by patrolmen with material supplied by the department at a total cost of \$30,012.

The following roads were reconstructed or placed under contract:

Road	Name	Length	Туре	Cost
367	Glenmont-Feura Bush	6.77	W. B. mac	<b>\$33,487</b> 26
178	Delaware, Pt. 3	7.36	W. B. mac	<b>27,05</b> 2 56
177	Schoharie, Pt. 1		Bit. mac	
	Schoharie, Pt. 2	3.86	W. B. mac	<b>24,439</b> 16
5010	Slingerland-New Scotland	1.06	Con	17,886 O2
	Total	19.05	-	\$102,865 00

### The following roads were given a surface treatment.

Road	Miles	Type of Pavement
193	6.33	L. H. O. with sand cover.
508	2.97	L. H. O. with sand cover.
979	8.27	L. H. O. with sand cover.
1184	1.77	L. H. O. with sand cover.
5499	0.59	Cold tar and screenings.
177	0.29	Cold tar and screenings.
178	7.38	Cold tar and screenings.
192	0.84	Cold tar and sand.
198	2.61	Cold tar and screenings.
<b>365</b>	1.90	Cold tar and screenings.
366	6.85	Cold tar and screenings.
367	6.77	Cold tar and screenings.
1220	6.70	Cold tar and sand.
5501	2.86	Cold tar and screenings.

### Special Work

On Highway No. 193, where exceptionally bad bottom was encountered and bad breakage had occurred, the old road metal was entirely removed and sub-base approximately 1½ feet in depth placed, and a new surfacing built. The sub-base material was hale obtained from a nearby ledge which was quarried by departmental forces.

The same method of construction was employed on a short stretch of road 5499.

# Summary of Expenditures

Reconstruction	<b>\$102,86</b> 5	00
Surface treatment	19,720	00
Departmental material, labor and equipment	54,338	00
Patrol	12,778	00
Engineering, supervision and expenses	16,148	00
_		

#### ALLEGANY COUNTY

In this county there are 82.57 miles of improved State and county highways, of the following types:

- 19.90 miles of waterbound macadam.
- 18.34 miles of bituminous macadam, penetration method.
- 35.19 miles of concrete requiring surface treatment.
  - 9.14 miles block pavement.

Of the total mileage imdicated above 15.42 miles were given a surface treatment of bituminous material with cover at a total cost of \$5,406.99.

41.39 miles were extensively repaired by the departmental repair gangs at a total cost of \$23,273.51.

The remaining 41.18 miles were repaired by repair gangs at a total cost of \$4,701.65.

62.57 miles after having been restored to a proper condition were maintained by patrolmen with materials supplied by the department at the total cost of \$12,450.13.

Of the roads surface treated:

Type of treatment	C	ĐV€	er e	Mileage
Bit. mat. T. cold application.	Xo.	1	slag	7.22
Bit. mat. L. H. O	$\dots$ No.	1	slag	8.20

# $Special\ Work$

During the past season a number of highways in this county were badly damaged by an exceptional flood condition which prevailed all along the Genesee Valley, attended by heavy cloudbursts and many days of heavy and continuous rainfall.

The highways referred to above are as follows:

### East Rushford-Gordonville Bridge C. H. No. 801

Removal of slides, backfilling of eroded shoulders and embankments, at various places along 4 miles of road to an amount of 1,450 cubic yards at a total cost of \$1,050.

Note.— All the above work and cost would be included under a heading of "extraordinary repairs," caused by aforementioned flood.

# Friendship-Bolivar, Part 1, C. H. 964

Removal of slides, backfilling of eroded shoulders and embankments at various places along 5 miles of road to an amount of 1,750 cubic yards and patching of pavement at a total cost of \$1,900.47.

Note.— Of the above cost \$1,400 would be included under a heading "extraordinary repairs," caused by aforementioned flood. The \$1,400 includes cost of 1,700 cubic yards of embankment and 9,000 square yards of patching. Five hundred dollars and forty-seven cents covers costs of extensive repairs to pavement due to ordinary causes.

## Obi-Cuba County Highway 965

Removal of slides, backfilling of eroded shoulders and embankment at various points along highway, building 350 cubic yards of third-class masonry laid in cement mortar, 26 cubic yards of second-class concrete, 185 cubic yards of dry wall, 6,200 cubic yards of embankment and patching of pavement at a total cost of \$7,020.

Note.— Of the above cost \$6,631 would be included under a heading "extraordinary repairs," caused by aforementioned flood. Three hundred and eighty-nine dollars covers costs of extensive repairs to pavement due to ordinary causes.

### Cuba-Friendship State Highway 5174

Backfilling of eroded shoulders, cleaning of ditches and culverts and extensive repairs to pavement \$1,552.77.

All of the above work and costs would be included under a heading of "extraordinary repairs," caused by the aforementioned flood. This work of repairs to pavement, backfilling shoulders, cleaning of ditches and culverts extended along 3½ miles of highway.

### Wellsville-Andover State Highway 5481

Removal of 2,460 cubic yards of slides, cleaning of shoulders and ditches, building 200 linear feet of concrete shoulders as protection from further erosion, and 200 cubic yards of dry wall at a total cost of \$2,661.

All of the above work and cost would be included under the heading "extraordinary repairs" caused by the aforementioned flood.

#### Andover-Alfred Station-Almond S. H. 5502

Removal of slides to an amount of 7,600 cubic yards, patching, reconstruction and repuddling of 1,200 linear feet of top course waterbound macadam, building of 300 cubic yards of dry walls for bank protection and straightening of 200 linear feet of retaining wall, at a total cost of \$7,469.94.

All of the above work and cost would be included under the heading "extraordinary repairs" caused by the aforementioned flood.

### Summary of Expenditures

Reconstruction	none.
Surface treatment	<b>\$5,406 99</b>
Departmental material and labor	30,119 22
Patrol	6,843 00
Engineering, supervision and expenses	3,463 07

**\$45,832 28** 

#### BROOME COUNTY

In this county there are 129.49 miles of improved state and county highways, of the following types:

- 3.22 miles of brick pavement.
- 0.68 miles of cement concrete pavement.
- 0.11 mile of second-class concrete.
- 0.43 mile of Hassam concrete.
- 38.79 miles of bituminous macadam Pen. Method.
  - 3.22 miles of bituminous sub-base macadam.
- 82.57 miles of waterbound macadam.
  - 0.47 miles of gravel road.

Not included in this mileage there are 5.47 miles of brick pavement in the city of Binghamton.

Of the total mileage indicated above 0.48 miles was re-constructed or placed under contract for reconstruction at a total cost of \$10,435.



WASHOUT CAUSED BY SUMMER FLOOD ON STATE HIGHWAY NO. 5348, STEUBEN COUNTY. Type, BITUMINOUS MACADAM ON CONCRETE FOUNDATION.



SAME ROAD AS SHOWN ABOVE AFTER THE SURFACE HAD BEEN RESTORED.





22.53 miles were given a surface treatment of bituminous material with cover, at a total cost of \$11,850.

121 miles were extensively repaired by the department repair gangs, at a total cost of \$34,411.

125 miles were maintained by patrolmen with material supplied by the department, at a total cost of \$11,304.

Of the roads reconstructed:-

No.	Name	Length	Туре	Cost
125	Lestershire	0.48	Cement—Concrete	\$10,435
Of the roads surface-treated.				

Type of treatment	Cover	Mileage
L. H. O.	Gravel	2.59
L. H. O.	No. 1. Limestone	1.00
L. H. O.	No. 1. Trap Rock	8.05
L. C. T.	Sand	8.05
L. C. T.	No. 1. Limestone	1.70
L. C. T.	Gravel	1.14

### Summary of Expenditures

Reconstruction	<b>\$10,435</b>	00
Surface treatments	11,850	00
Departmental material, labor and equipment	34,411	00
Patrol	11,304	00
Engineering, Supervision and Expenses	6,200	00
Total	\$74.200	

#### CATTARAUGUS COUNTY

In this county there are 54.87 miles of improved State and county highways of the following types:

- 10.69 miles of waterbound macadam.
- 16.73 miles of bituminous macadam, pen. method.
- 15.92 miles of second-class concrete.
- 8.73 miles of first-class concrete.
- 2.80 miles of block pavement.

Of the total mileage indicated above, 2.62 miles were resurfaced at a total cost of \$27,553.17.

- 14.58 miles were given a light surface treatment, with cover, at a total cost of \$5,359.48.
- 52.25 miles were maintained and repaired by departmental labor and material at a total cost of \$20,421.74.

#### Roads Resurfaced

			•		
	Name	Location	Length	Туре	Cost
5137	Olean-Hinadale-	Hinsdale		3-in. bit. mac	\$27,553.17
	Cuba	Ischua	2.62 miles	Top, penetration with	
			•	slag bottom where	
				necessary.	

14.58 miles, consisting of 10.48 miles of bituminous macadam and 4.10 miles of waterbound macadam, were given a surface treatment of bituminous material "T," H.C.T. C.A., with 15 pounds of screenings per square yard for cover, at a total cost of \$5,359.48.

### Summary of Expenditures

Departmental material, labor and equipment	\$17,754	74
Patrol	2,667	00
Engineering, supervision and expenses	2,731	33
Resurfacing	27,553	17
Oiling	5,359	<b>4</b> 8
<del>-</del>	\$56,065	72

# Expenditure for Maintenance and Repair of Various Types of Pavement

- 10.69 miles of waterbound macadam were maintained at a total cost of \$7,376.76.
- 16.73 miles of bituminous macadam were maintained at a total cost of \$39,062.55.
- 15.92 miles of concrete bituminous top were maintained at a total cost of \$8,733.99.
- 8.73 miles of first class concrete were maintained at a total cost of 791.26.
  - 2.80 miles of block pavement were maintained at a total cost of \$101.16.

**\$**102,151 00

#### CAYUGA COUNTY

In this county there are 103.28 miles of improved State and county highways of the following types:

- 1.41 miles of gravel roads.
- 23.33 miles of water bound macadam.
- 64.32 miles of bituminous macadam, pen. method.
- 11.52 miles of tar bound macadam, pen. method.
- 2.70 miles of block pavement.

Of the total mileage indicated above 8.85 miles were resurfaced or placed under contract for resurfacing at a total cost of \$60,332.

- 25.31 miles were given a surface treatment of bituminous material L. H. O. with cover at a total cost of \$10,266.
- 35.91 miles were extensively repaired by the Departmental repair gangs at a total cost of \$12,527.
- 7.3 miles were extensively repaired by convict labor at a total cost of \$4,452.
- 25.91 miles were maintained by patrolmen with material supplied by the department at a total cost of \$2,426.

Of the roads resurfaced:-

Name	Location	Length	Туре	Cost
Moravia-Niles	Moravia, north for 2.76			
	miles			. \$24,014 00
Moravia-Niles Aubura-Owasco.		3.33	Bit. mac	. 19,012 00
	to Onondaga County line.	2.76	Bit. mac	. 17,306 00
	_	8.85		\$60,332 00
	Summary of Exp	enditu	res	
Resurfacing	• • • • • • • • • • • • • • • • • • • •		8	\$60,332 00
Surface treatm	nents			10,266 00
Departmental	materials, labor and e	equipme	ent	17,604 00
Patrol	• • • • • • • • • • • • • • • • • • • •			7,205 00
Engineering, s	supervision and expens	æs		6,744 00
<b></b>				

#### CHAUTAUQUA COUNTY

In this county there are 48.97 miles of improved State and county highways of the following types:

- 3.97 miles of waterbound macadam.
- 6.31 miles of bituminous macadam, pen. method.
- 5.20 miles of concrete requiring surface treatments.
- 5.17 miles of first class concrete.
- 28.32 miles of block pavement.

The total mileage indicated above was maintained and repaired by patrolmen and patrol gangs at a total cost of \$19,564.12 as follows:

- 3.97 miles of waterbound macadam were maintained at a total cost of \$1,918.80.
- 6.31 miles of bituminous macadam were maintained at a total cost of \$1,985.39.
- 5.20 miles of second class concrete were maintained at a total cost of \$3,160.23.
- 5.17 miles of first-class concrete were maintained at a total cost of \$680.52.

28.32 miles of block pavement were maintained at a total cost of 4,598.95.

Extraordinary repairs were made on road 5452, due to the change of course of Cattaraugus creek, washing out the entire roadway for a distance 250 feet in length. 250 lineal feet of sheet piling, 24 feet in height, and 5,000 tons of two man stone were used to protect embankment and with the necessary fill, at a total cost of \$11,206.35.

### Summary of Expenditures

Departmental labor, material and equipment	\$19,564	12
Patrol	2,187	<b>00</b>
Engineering, supervision and expenses	1,799	12

Total	\$23,550	24

#### CHEMUNG COUNTY

In this county there are 67.76 miles of improved State and county highways of the following type:

- 52.47 miles of waterbound macadam.
- 6.68 miles of bituminous macadam penetration method.
- 5.42 miles of block pavement.
- 2.68 miles of sub-base bituminous.
  - .51 mile of bituminous macadam mixing method.

Of the above mileage 4.99 miles of block pavement are within city limits.

Of the total mileage indicated above 2.34 miles were reconstructed or placed under contract for reconstruction at a total cost of \$12,252.

- 38.75 miles were given a surface treatment of bituminous material with cover, at a total cost of \$16,757.65.
- 29.95 miles were extensively repaired by patrol gangs at a total cost of \$15,380.
- 29.54 miles were repaired by patrol gangs at a total cost of \$3,648.46.
- 63.89 miles after having been restored to a proper condition were maintained by patrolmen with material supplied by the department at a total cost of \$14,808.85.
- 2.34 miles of Erin-Horseheads County Highway No. 356 was reconstructed with 3-inch bituminous macadam, penetration method at a cost of \$12,252.

Of the road surface treated:

Type of treatment	Cove	r	Mileage
H. C. T	No. 1 s	lag	4.51
L. H. O	No. 1 s	stone	6.88
L. H. O	No. 1 s	lag	1.04
L. H. O	No. 1 s	lag	7.14
L. H. O	No. 1 s	lag	.75
L. H. O	No. 1 s	stone	2.51
L. H. O	No. 1 s	olag	1.83
L. H. O	No. 1 s	stone	5.47
L. H. O	No. 1 s	stone	8.62

### Special Work

Due to the severe season on roads in general throughout Chemung county, the alternating freezing and thawing left a number of roads in the spring badly broken up by frost boils, which necessitated considerable cost to restore them to a proper condition.

### Southport, Part 3, County Highway No. 29

Excavating of frost boils, constructing sub-base bottom course and top course macadam with extensive patching, at a total cost of \$2,718.

### Erin-Horseheads, County Highway No. 356

Scraping shoulders, excavating frost boils and building sub-base and top course macadam, extensive patching preparatory to oiling along entire length, at a total cost of \$3,730.

### Grand Central Avenue, Part 1, County Highway No. 357

Scraping shoulders, cleaning of ditches and extensive patching and levelling up pavement preparatory to oiling, at a total cost of \$1,900.

### Horseheads-Corning, County Highway No. 358

Scraping shoulders, excavating frost boils and building subbase and top course macadam, extensive patching preparatory to oiling along entire length, at a total cost of \$2,550.

### Grand Central Avenue, Part 2, County Highway No. 725

Raised grade between sta. 29+00 and sta. 35+50 and constructed macadam top course, scraped and cleaned shoulders and ditches, and extensively patch pavement, at a total cost of \$1,182.

### Horseheads Village State Highway No. 5162

Extensive patching and levelling up top course full length of road preparatory to oiling, at a total cost of \$500.

## Elmira-Lowman, State Highway No. 5207

Replacing of 5 x 5 culvert at sta. 148+00 63 feet long with the necessary excavation and back fill, culvert being located in a deep

ravine necessitated 850 cubic yards of excavation. This with excavation of numerous frost boils, replacing sub-base, reconstructing top course, extensive patching and levelling of top course preparatory to oiling made a total cost of \$1,800.

Lowman Waverly, Part 3, State Highway No. 5289

Opening up ditches, removing high shoulders and extensive patching, at a total cost of \$1,000.

### Summary of Expenditures

Reconstruction	<b>\$</b> 12,252	00
Surface treatment	16,757	65
Departmental material, labor and equipment	21,560	14
Patrol	7,548	<b>75</b>
Engineering, supervision and expenses	4,728	42
-		

**\$**62,846 96

#### CHENANGO COUNTY

In this county there are 119.87 miles of improved State and county highways of the following types:

- 1.08 miles of brick pavement.
- 2.33 miles of second-class concrete.
- 4.18 miles of Hassam concrete.
- 48.40 miles of bituminous macadam penetration method.
- 58.17 miles of waterbound macadam.
- 4.71 miles of gravel road.

Not included in this mileage there are 2.23 miles of highways within the city of Norwich of the following types:

- 0.72 miles of brick pavement.
- 1.51 miles of bituminous macadam.

Of the total mileage indicated above 2.25 miles were reconstructed or placed under contract for reconstruction, at a total cost of \$12,240.

23.01 miles were given a surface treatment of bituminous material with cover at a total cost of \$12,950.

116 miles were extensively repaired by the departmental repair gangs, at a total cost of \$23,240.

116 miles were maintained by patrolmen with material supplied by the department, at a total cost of \$9,970.

Of the roads reconstructed:

No.	Name		Length	Туре	Co	ost
<b>598</b>	Norwich-Preston	· • • • • • • • • • • • • • • • • • • •	2.25	Bit. Mac.	\$12,	240
O	f the roads surface-tre	eated:			•	
Тур	pe of treatment	Cov	ver		Mik	eage
	L. C. O	.No. 1 lim	estone		. 3.	.72
•	L. H. O	No. 1 lim	estone		. 7.	59
	H. C. T	.No. 1 lime	estone		. 4.	42
	L. C. T	.Sand			. 7.	.28
	Summo	ary of Expe	nditures			
Reco	onstruction	. <i></i>	<i></i>	8	312,240	00
Surf	ace treatments				12,950	00
Depa	artmental material, la	bor and equ	ipment.		23,240	00
Patr	ol				9,970	00
Engi	ineering, supervision	and expense	·s		5,500	00
	Total			8	63,900	00

#### CLINTON COUNTY

In this county there are 136.72 miles of improved State and county highways, of the following types:

- 42.33 miles of waterbound macadam.
- 21.46 miles of bituminous macadam tar binder.
- 71.35 miles of bituminous macadam asphalt binder.
  - 1.28 miles of second class concrete.
- 0.30 miles of brick pavement, of which 2.89 miles are within corporate limits of cities.

Of the total mileage indicated above 5.81 miles were reconstructed or placed under contract for reconstruction at a total cost of \$27,546.57.

- 48.72 miles were given a surface treatment of bituminous material with cover at a total cost of \$17,649.
- 8.3 miles were extensively repaired by the Departmental repair gangs at a total cost of \$2,031.
- 133.83 miles were maintained by patrolmen with material supplied by the Department, at a total cost of \$17,860.

The following roads were reconstructed or placed under contract:

Road	Name	Length	Type	Cost
476 651	Ausable Forks-Clintonville  Clintonville-Keeseville		Bit. mac	
		5.81		\$27,546 57
	:			

The following roads were given a surface treatment:

Road	Miles		Type of treatment
822	6.72	T. C. A.	ore tailings cover
56	0.82	L, H. O.	ore tailings cover
137	4.52	L. H. O.	ore tailings cover
5311	3.35	L. II. O.	ore tailings cover
138	5.31	T. C. A.	ore tailings cover
260	4.31	T. C. A.	ore tailings cover
5102	6.52	L. II. O.	ore tailings cover
822	6.72	T. C. A.	ore tailings cover
859	0.67	T. C. A.	ore tailings cover
258	5.44	T. C. A.	ore tailings cover
533	4.34	T. C. A.	stone dust cover

### Special Work

On Road No. 5311, at a point just south of Ausable River, 184 lineal feet of improved road consisting of 3 inch bituminous macadam top course, and 6 inch foundation course layed on 5½ feet embankment was washed away by a freshet, February 29th, 1916, also a hole measuring 126 feet along the center line of macadam by 176 feet maximum width and 22 feet maximum depth was scoured out. Embankment consisted of sand. An idea of the damage may be obtained from photographs which show water and ice

flowing through opening in fill. In order to make repairs it was decided to depress grade to about 18 inches above elevation of surrounding fields, so that in case of future high water, road would offer less resistance and allow same to flow over. To get the proper grade it was necessary to begin about 350 feet north of washout and 175 feet south of same, tear up old road metal, do the required grading, and reconstruct top and foundation courses. The old bituminous macadam was laid aside and when grade and foundation course had been prepared brought back to road, spread, rolled and afterwards given surface treatment of H. C. T.-C. A. with ore tailings cover. This proved quite satisfactory. remaining 150 lineal feet of top course across the washout proper was built of H. G. R. No. 1 mixed with No. 2 stone to a depth of 2 inches. 4.413 cubic vards of earth were moved to make embankment and fill in large hole, besides 213 cubic yards of stone fill. The slope was protected on each side by 83 cubic yards of rip rap 6 inches thick. 464 lineal feet of guard rail was recovered and rebuilt from 1,200 lineal feet torn out by ice and water. work was done by Department forces at a cost of \$2,882.99.

On Road No. 476, 700 cubic yards of rock and earth were taken out of a side hill cut to make a better view around sharp curve. Also 3 railroad grade crossings, all on reverse curves, were greatly improved by widening macadam and shoulders. This work was done by contract at a cost of \$661.78.

### Summary of Expenditures

• • •		
Reconstruction	\$27,546	<b>57</b>
Surface treatment	17,649	00
Departmental material, labor and equipment	11,959	00
Patrol	7,932	00
Engineering, supervision and expenses	4,950	00
Total .	970.090	



WASHOUT CAUSED BY SUMMER FLOOD ON COUNTY HIGHWAY NO. 906, STEUBEN COUNTY.

	·	
·		
		·

#### COLUMBIA COUNTY

In this county there are 85.62 miles of improved State and county highways of the following types:

- 6.67 miles of gravel.
- 33.28 miles of waterbound macadam.
- 44.13 miles of bituminous macadam penetration method.
  - 1.16 miles of first-class concrete.
  - 0.38 miles of block pavement.

Of the total mileage indicated above, 2.72 miles were reconstructed by contract at a total cost of \$11,303.

37.83 miles were given a surface treatment of bituminous material with cover at a total cost of \$13,254.

22.35 miles were extensively repaired by the departmental repair gangs at a total cost of \$7,835.

81.74 miles were maintained by patrolmen with material supplied by the department, at a total cost of \$14,527.

#### Reconstruction

Road No. 589, Nevis-Blue Store, 2.72 miles formerly of water-bound macadam, were reconstructed by contract with a 3 inch bituminous macadam, penetration method, at a cost of \$11,303.

### Surface Treatment

21.38 miles were given a surface treatment of light cold oil and No. 1 crushed stone or local gravel where available at a cost of \$7,146.

16.45 miles were given a surface treatment of cold application tar and No. 1 crushed stone or local gravel where available at a cost of \$6,109.

### Summary of Expenditures

1		
Reconstruction	\$11,303	00
Surface treatments	13,254	00
Departmental material, labor and equipment	17,250	00
Patrol	5,112	00
Engineering, supervision and expenses	4,681	00

#### CORTLAND COUNTY

In this county there are 81.17 miles of improved State and county highways of the following types:

- 55.20 miles of waterbound macadam.
- \*24.72 miles of bituminous macadam penetration method.
  - 1.25 miles of block pavement.
- (\*0.76 miles of bituminous macadam are wholly within the city limits of Cortland.)

Of the total mileage indicated above 43.20 miles were given a surface treatment of bituminous material with cover at a total cost of \$13,078.01.

- 2.70 miles were resurfaced at a total cost of \$12,205.34.
- 66 miles were extensively repaired by departmental repair gangs at a total cost of \$22,099.
- 15.17 miles were maintained by patrolmen with material furnished by the department at a total cost of \$1,648.
- 11.29 miles were given a surface treatment of  $\frac{1}{4}$  to  $\frac{1}{3}$  gallons of light hot oil with cover of No. 1 crushed limestone.
- 32.02 miles were given a surface treatment of 1/4 to 1/3 gallon of cold tar with a cover of No. 1 crushed limestone.

## Summary of Expenditures

zamma, y cy zaprimi co		
Resurfacing	\$12,205	34
Surface treatments	13,078	01
Departmental material, labor and equipment	23,747	00
Patrol	6,741	00
Engineering, supervision and expenses	4,231	00
-		
Total	\$60,002	35

#### Of the roads resurfaced:

Name	Location	Length	Туре	Cost
Cortland-Dryden	Running from the end of road	2.70	Bit	\$12,205.34
Part 2	215 in Hamlet of South Cort-			
	land southwesterly to the west			
	line of Cortland County.			

#### DELAWARE COUNTY

In this county there are 140.04 miles of improved State and county highways of the following types:

- 96.91 miles of bituminous macadam penetration method.
- 43.13 miles of waterbound macadam.

Of the total mileage indicated above 1.13 miles were reconstructed or placed under contract for reconstruction, at a total cost of \$24,965.

17.10 miles were given a surface treatment of bituminous material with cover, at a total cost of \$26,750.

118.30 miles were extensively repaired by the departmental repair gangs, at a total cost of \$23,500.

140 miles were maintained by patrolmen with material supplied by the department, at a total cost of \$8,685.

Of the roads reconstructed:

No

.10.	Name	rength	Туре	Cost
36	Flesichmanns	1.13	Bit. mac., mixing method, type 2.	\$24,965 00
o	f the roads surf	ace treat	red:	
	Type of treatment		Cover	Mileage
L. C	C. O		Sand	0.95
			I. O. T	
Hear	5.77			
	Á	Summar	y of expenditures	
Reco	nstruction		\$2	24,965 00
				26,750 00
Departmental material, labor and equipment			•	23,500 00
Patrol			8,685 00	
Engineering, supervision and expenses				5,600 00
	Total		\$8	39,500 00

#### DUTCHESS COUNTY

In this county there are 140.45 miles of improved State and County highways of the following types:

- 75.98 miles of waterbound macadam.
- 59.94 miles of bituminous macadam, penetration method.
  - 1.28 miles of bituminous macadam, mixing method.
  - 2.46 miles of concrete requiring surface treatment.
  - 0.79 miles of block pavement.

Of the total mileage indicated 4.47 miles were reconstructed at a total cost of \$26,991.

- 74.40 miles were given a surface treatment of bituminous material with cover, at a total cost of \$18,629.
- 38.53 miles were extensively repaired by the departmental repair gangs, at a total cost of \$5,897.
- 134.26 miles were maintained by patrolmen with material supplied by the department, at a total cost of \$26,296.

#### Reconstruction

Road No. 223, South Road 1.77 miles, formerly of waterbound macadam were reconstructed by contract with a 2 inch bituminous macadam, penetration method, at a cost of \$8,753.

Road No. 537, Amenia-Wassaic, 1.18 miles, formerly of water-bound macadam were reconstructed by contract with a 3 inch bituminous macadam, penetration method, at a cost of \$6,935.

Road No. 552, Rhinebeck-Elizaville, 0.26 miles, rebuilt by Department forces with a 15 inch field stone foundation course and a 3 inch waterbound macadam top at a cost of \$2,196.

Road No. 627, Wicopee-Beekman, 0.49 miles, 7 ft. in center, rebuilt by Department forces, with a 12 inch field stone foundation course and a 3 inch waterbound macadam top at a cost of \$1,860.

Road No. 748, Pleasant Valley-Washington Hollow, 0.33 miles, 11 feet in center, rebuilt by Department forces with a 15 inch field stone foundation course and a 3 inch waterbound macadam top at a cost of \$1,748.

Road No. 5092, Red Hook-Rhinebeck, 0.33 miles, 11 feet in center, reconstructed by Department forces with a 15 inch field

stone foundation course and a 3 inch bituminous macadam penetration method top at a cost of \$4,762.

Road No. 5135, Hyde Park-Staatsburg, 0.11 miles, 8 feet in center formerly of bituminous macadam penetration method, reconstructed by Department forces with a 15 inch field stone foundation course, and a 2 inch mixed top bound with asphaltic binder emulsion, at a cost of \$737.

### Surface Treatments

- 12.08 miles were given a treatment of light cold oil and cover of gravel or No. 1 crushed stone at a cost of \$2,816.
- 37.14 miles were given a treatment of light hot oil and cover of local gravel or No. 1 crushed stone at a cost of \$8,754.
- 25.18 miles were given a treatment of cold application tar and cover of gravel or No. 1 crushed stone at a cost of \$7,059.

#### Summary of Expenditures

Reconstruction	\$26,991	00
Surface treatment	18,629	00
Departmental material, labor and equipment	20,334	00
Patrol	11,733	00
Engineering, supervision and expenses	7,309	00
Total	\$84,996	00

#### ERIE COUNTY

In this county there are 276.22 miles of improved State and county highways of the following types:

- 85.14 miles of waterbound macadam.
- 58.59 miles of bituminous macadam.
- 4.64 miles of concrete requiring surface treatment.
- 20.96 miles of first-class concrete.
- 106.89 miles of block pavement.

Of the total mileage indicated above, 15.43 miles were given a heavy surface treatment, resurfaced, reconstructed or placed under contract for same at a total cost of \$105,596.78.

- 4.398 miles were given a surface treatment of bituminous material with cover at a total cost of \$1,593.87.
- 92.46 miles were extensively repaired by the departmental repair gang, assisted by the regular patrolman, at a total cost of \$40,596.30.
- 65.21 miles were maintained by the patrolman, with material supplied by the department, at a total cost of \$16,911.48.

Roads reconstructed by contract:

Road	Name	Town	Length	Type	Cost
23	River, Sec. 1	Tonawanda	0.58	Concrete	) eng sos on
129	River, Sec. 2 and 3	Tonawanda	1.90	Concrete	<b>\$20,595 U</b> U
529	Alden-Town Line-	•			
	Marilla	Alden	3.55	Bit. mac	20,536 78
				=	

#### Heavy surface treatment by contract:

Road	Name	Town		Type	Cost
523	Hamburg-No. Collins	Hamburg	0.52	Bit. mac	{
020	Times and Troi Commiss.	Eden	7.62	Bit mac	<b>\$</b> 58, <b>46</b> 5 00
524	No. Collins-Lawtons	No. Collins	1.26	Bit. mac	
		-		_	

- 4.398 miles of county highways 272 and 645 were given a surface treatment of H. C. T. C. A. with cover by departmental forces at a cost of \$1,593.87.
- 1.5 miles of 2 foot bituminous macadam shoulders were build along brick pavement county highway 69 east from the city line of Buffalo to accommodate exceptionally heavy traffic at a cost of \$1,870.70.
- 1.25 miles of sub-base, varying in thickness from 1 to 3 feet and averaging from 6 to 16 feet in width, was placed on county highway 86, where the road was badly broken in the spring, at a cost of \$3,446.12.
- 1.0 miles of county highway 373 were practically resurfaced with cold patch emulsion and stone at a cost of \$1,591.78.
- 1,500 feet of timber and stone creek bank protection were placed along the shoulders of county highway 751, where Cazenovia creek encroached near the brick pavement, at a cost of \$2,265.51.

1,000 feet of county highway 1036 that had badly heaved, was dug up; sub-base placed and the same resurfaced with a three-inch top of cold patch emulsion and stone at a cost of \$948.77.

1,000 feet of State highway 5054 that was badly broken in the spring were repaired with sub-base, averaging in thickness from 1 to 3 feet, and 16 feet wide, and extensively drained with drain tile, at a cost of \$2,576.54.

# Summary of Expenditures

Reconstruction, resurfacing and heavy surface treat-		
ment	\$105,596	<b>78</b>
Surface treatments	1,593	87
Departmental material, labor and equipment	48,885	<b>68</b>
Patrol	12,519	00
Engineering, supervision and expenses	12,227	65
	\$180,822.9	

# Expenditure for Maintenance and Repair of Various Types of Parement

85.14 miles of waterbound macadam were maintained, including repair contracts, at a total cost of \$135,328.17.

42.02 miles of bituminous macadam were maintained, at a total cost of \$16,693.57.

3.03 miles of amiesite pavement were maintained, at a total cost of \$200.

13.54 miles of Kentucky rock asphalt pavement were maintained, at a total cost of \$4,555.22.

106.89 miles of block pavement were maintained at a total cost of \$21,774.68.

20.96 miles of first class concrete pavement were maintained at a total cost of \$1,823.89.

4.64 miles of concrete pavement requiring surface treatment were maintained at a total cost of \$447.45.

#### ESSEX COUNTY

In this county there are 160.07 miles of improved State and county highways, of the following types:

- 38.63 miles of waterbound macadam.
  - 3.69 miles of bituminous macadam, tar binder.
- 111.17 miles of bituminous macadam, asphalt binder.
  - 6.06 miles of second class concrete.
  - 0.52 miles of stone block pavement.

Of the total mileage indicated above 60.54 miles were given a surface treatment or placed under contract for surface treatment at a cost of \$20,666.

27.5 miles were extensively repaired by departmental repair gangs at a total cost of \$5,979.

138.87 miles were maintained by patrolmen with materials supplied by the department, at a total cost of \$19,140.

The following roads were given a surface treatment:

Road	Miles	Type of Treatment
<b>232</b>	2.64	L. H. O. and ore tailings.
744	3.77	T. C. A. and approved sand.
859	0.57	L. H. O. and ore tailings.
1017	5.56	T. C. A. and ore tailings.
5180	5.39	T. C. A. and annual sand
5181	$\left.\begin{array}{cccccccccccccccccccccccccccccccccccc$	T. C. A. and approved sand.
5239	6.18	L. H. O. and approved sand.
5311	1.57	L. H. O. and ore tailings.
5500	7.18	T. C. A. and approved sand.

<sup>36.86</sup> 

## Special Work

On road 744, a waterbound road, long stretches were badly rutted. These were eliminated by filling with a mixture of No. 2 and No. 3 stone and H. G. R. No. 1, mixed by hand and tamped in place. Stone drains at each edge of macadam, 200 feet long and forty feet deep, were placed on a clay hill to dry out subgrade. The cost of the above work was \$481.

Or read 1176 at station 59+13, a 5 x 5 culvert slab was really including some 8 feet of excavation over culvert, at a cost of \$165.

On road 5011, some 1,500 feet of road (the washboard type) was put into first class condition, with H. G. R. and No. 1 stone, with ore sand, mixed by hand and rolled in place, at a cost of \$475.

### Summary of Expenditures

Reconstruction	
Surface treatment	<b>\$20,666</b> 00
Departmental material, labor and equipment	16,334 00
Patrol	8,785 00
Engineering, supervision and expenses	4,351 00
Total	<b>\$</b> 50,136 00

#### FRANKLIN COUNTY

In this county there are 110.46 miles of improved State and county highways of the following types:

- 6.87 miles of gravel roads.
- 19.74 miles of waterbound macadam.
- 83.06 miles of bituminous macadam, pen. method.
- 0.79 miles of block pavement.

Of the total mileage indicated above, 2.5 miles were resurfaced at a total cost of \$11,915.55.

29.09 miles were given the surface treatment of bituminous material with cover, at total cost of \$9,076.20.

12.1 miles were extensively repaired by the departmental repair gangs, at a total cost of \$6,084.91.

108.96 miles were maintained by patrolmen with materials furnished by the Department at a cost of \$11,685.70.

### Special Work

A retaining wall and pipe guard rail were reconstructed on road No. 5468, at a total cost of \$62.44.

Two eatch basins were constructed on the same road at a cost of \$72.40.

Extensive grading, ditching and renewal of gravel surface was completed on road 9007, at a total cost of \$4,230.68.

Three new culverts were constructed on the same road at a cost of \$199.70.

Gravel shoulders were constructed on road 1089 at a cost of \$519.69.

### Summary of Expenditures

<i>y</i> , 1		
Resurfacing	\$11,915	<b>55</b>
Surface treatments	9,076	20
Departmental materials, labor and equipment	10,384	61
Patrol	7,386	00
Engineering, supervision and expenses	5,739	73
Total	\$44,502	09

#### FULTON COUNTY

In this county there are 67.69 miles of improved State and county highways, exclusive of mileage in cities, of the following types:

- 23.89 miles of waterbound macadam.
- 45.30 miles of bituminous macadam penetration method.

Of the total mileage indicated above, 0.59 miles were reconstructed at a total cost of \$4,318.89.

- 33.66 miles were placed under contract for surface treatment of bituminous material with cover, at a total cost of \$12,309.64, of which 22.20 miles were completed at a cost of \$8,486.42.
- 24.50 miles were extensively repaired by the departmental repair gangs, at a total cost of \$13,325.58.
- 63.17 miles were maintained by patrolmen, with material supplied by the Department, at a total cost of \$6,598.15, including stone and oil. (Patrol salaries \$4,921.50 and stone and oil \$1,676.65.)

The Northville-Chapmans Corners Highway No. 362 in the town of Northampton, for a distance of 0.59 miles, was resurfaced







TAINING WALL WAS CONSTRUCTED,



with a 2-inch bituminous top, penetration method, at a total cost of \$4,318.89.

16.38 miles were given a surface treatment of bituminous material "T" high carbon, cold application, with a cover of No. 1 stone; and 5.82 miles were given a similar treatment, except that sand was used for cover.

Description of Special Work Done by Department Forces

On the Argersinger Highway No. 109, a sharp curve was widened and banked at a total cost of \$277.81.

On the Briggs Highway No. 110, for a distance of 0.22 miles, a 6-inch foundation course was laid, and then resurfaced with a 3-inch bituminous macadam top; on the other parts of the pavement, totaling 820 square yards, soft places were dug out and replaced with a 6-inch foundation course, and a 3-inch bituminous macadam top. Fifteen hundred and thirty square yards of holes and ruts in the macadam was repaired with No. 2 stone and binder. On 1,200 lineal feet of roadway the shoulders were rebuilt and ditch deepened. The total cost of this work was \$2,683.82.

On the Gloversville-Meco-Phelps Highway No. 246, the shoulders were scraped and ditches deepened the entire length of road. Fifty-nine hundred and fifty square yards of pavement was resurfaced approximately 3-inch thick with No. 3 stone and binder; also soft places over frost boils were taken out and replaced with 6-inch foundation course and a 3-inch bituminous top; old oil surface taken off and pavement repaired with H. G. R. No. 1 and Nos. 1 and 2 stone; crown reduced and curves banked with No. 3 stone and binder; the total treated in the above manner was 1,425 square yards. The total cost of the work was \$3,815.74.

On the Johnstown-Kecks Center Part 2, Highway No. 247, for a distance of 1.49 miles the shoulders were scraped; 600 feet the road was resurfaced with a 3-inch bituminous macadam top. Soft places totaling 480 spuare yards were taken up and replaced with a 6-inch foundation course and bituminous macadam top; also 80 square yards of ruts and depressions repaired with No. 2 stone and Binder. The total cost of this work was \$1,124.72.

On the Gloversville-Broadalbin Highway No. 248, the shoulders were scraped, ditches deepened and slides removed at a cost of \$741.80.

On the Johnstown-Tribes Hill, Part 1, Highway No. 361, the shoulders were scraped and ditches cleaned at a cost of \$631.29.

On the Mayfield-Northville, Part 2, Highway No. 541, for a distance of 5.12 miles the ruts and depressions were repaired, the old oil surface removed in places, 200 square yards resurfaced 3 inches thick with No. 3 stone and binder, and 1 mile of ditches cleaned at a total cost of \$1,652.21.

On the Johntown-Broadalbin, Part 1, Highway No. 544, for a distance of 4 miles the shoulders were scraped, ditches deepened and three slides removed, 130 lineal feet of 4-inch tile underdrain was laid at a total cost of \$1,384.86.

On the Northville Village-Northampton Highway No. 5065, the ruts and depressions in the macadam were repaired at a cost of \$289.27.

On the Fonda-Johnstown, Highway No. 5096, for a distance of 0.64 miles, the shoulders were scraped, ditches deepened; and soft places totaling 390 square yards taken up and replaced with a 9-inch foundation course and a 3-inch bituminous top; also 160 square yards of ruts and depressions were repaired with No. 2 stone and binder. The total cost of the work was \$724.06.

# Summary of Expenditures

Reconstruction — contract	<b>\$4,318</b> 89
Surface treatment — contract	11,750 80
Departmental material, labor and equipment	16,449 48
Patrol	4,921 50
Engineering, supervision and expenses	3,515 04
_	
Total	\$40,955 71

#### GENESEE COUNTY

In this county there are 42.44 miles of improved State and county highways of the following types:

21.65 miles waterbound macadam.

20.35 miles bituminous macadam.

0.44 miles Topeka (concrete base).

Of the total mileage indicated above, 1.04 miles of road 586 was let by contract for heavy surface treatment at a cost of \$3,533.32 a mile. The balance of road, 4.54 miles, was repaired by departmental forces, which work consisted of scarifying road to remove old oil mat then given surface treatment of bit. mat. T. cold application, at a cost of \$203.52 a mile. Road No. 853 was also given a surface treatment of bit. mat. T. cold application and screenings by departmental forces, at a cost of \$188.38 a mile.

8.61 miles were given a surface treatment of bit, mat, and cover by departmental forces.

42.44 miles were maintained by patrolmen with material furnished by the Department at a total cost of \$5,870.47; 22 miles were extensively repaired by the departmental repair force at a total cost of \$1,795.98.

No contracts were let for surface oiling.

# Summary of Expenditures

Total	<b>\$14</b> ,535	32
Engineering, supervision and expenses	1,995	61
Patrol	3,162	00
Departmental material, labor and equipment	5,659	25
Heavy surface treatments	<b>\$</b> 3,718	<b>46</b>

#### GREENE COUNTY

In this county there are 77.11 miles of improved State and county highways of the following types:

- 16.42 miles of waterbound macadam.
- 60.46 miles of bituminous macadam, penetration method.
  - 0.23 miles of block pavement.

Of the total mileage indicated above 0.33 miles were reconstructed at a total cost of \$2,700.

18.57 miles were given a surface treatment of bituminous material with cover at a total cost of \$7.008.

16.39 miles were extensively repaired by the departmental repair gangs, at a total cost of \$5,156.

### Reconstruction

Road No. 5367, Catskill-Athens, 0.33 miles was rebuilt with a 12-inch field stone foundation and a 3-inch top course, bituminous macadam, penetration method.

## Surface Treatment

- 14.7 miles were treated with a cold application of tar and local gravel cover at a cost of \$5,194.
- 3.87 miles were treated with a cold application of tar and No. 1 broken stone cover at a cost of \$1,814.

## Summary of Expenditures

Reconstruction	\$2,700	00
Surface treatments	7,008	00
Departmental material, labor and equipment	15,732	00
Patrol	6,627	00
Engineering, supervision and expenses	2,631	00
	<b>\$34,69</b> 8	00

#### HAMILTON COUNTY

In this county there are 42.94 miles of improved State and county highways, of the following types:

- 3.75 miles of waterbound macadam.
- 39.18 miles of penetration bituminous macadam.

Of the total mileage indicated above 8.43 miles were given a surface treatment of bituminous material with cover, under contract, at a total cost of \$3,504.29.

- 8.00 miles were extensively repaired by the departmental repair gangs at a total cost of \$2,222.30.
- 42.94 miles were maintained by patrol with material furnished by the Department at a total cost of \$4,860.50.

The surface treatment consisted of an application of bituminous material "T" high carbon, cold application, with a covering of No. 1 crushed stone.

Surface treatment	<b>\$3,5</b> 04	29
Departmental material, labor and equipment	5,380	35
Patrol	3,234	00
Engineering, supervision and expenses	2,646	<b>4</b> 4
	<b>\$</b> 14,765	08

### HERKIMER COUNTY

In this county there are 128.11 miles of improved State and county highways, exclusive of the mileage in cities, of the following types:

- .09 miles gravel roads.
- 73.30 miles waterbound macadam.
- 41.64 miles bituminous macadam pen. method.
  - 9.85 miles concrete requiring surface treatment.
  - 2.41 miles first class concrete.
    - .82 miles block pavement.

Of the total mileage indicated above 9.91 miles were placed under contract for resurfacing and widening from 12 to 16 feet at a total cost of \$50,539.58.

4.71 miles were given a surface treatment of L. C. tar, cold application and No. 1 crushed stone cover by the departmental forces at a total cost of \$2,015.41.

35.63 miles were extensively repaired by the departmental repair gangs at a total cost of \$8,807.83.

104.78 miles were maintained by patrolmen with material supplied by the Department at a total cost of \$8,773.50.

The Manheim Center-Salisbury Center highway No. 463, in the towns of Manheim and Salisbury, a length of 5.39 miles was resurfaced with waterbound macadam, the contract having been let last year, at a total cost of \$21,161.49.

On the Salisbury Center-Stratford highway No. 464, a length of 5.46 miles in the town of Salisbury, a contract providing for a surface treatment of bituminous material "A" binder, and cover-

\$679.25.

ing of approximately 1-inch of No. 2 crushed stone let last year was completed at a total cost of \$7,460.42.

Old Forge McKeever highway No. 462, in the town of Webb, 9.91 miles long was placed under contract for resurfacing and widening from 12 to 16 feet with a 2½-inch bituminous top, penetration method.

4.72 miles were given a surface treatment of H. C. T., cold application, and a cover of No. 1 crushed stone.

## Description of Special Work Done by Department Forces

On the Little Falls-Dolgeville highway No. 133, the shoulders were scraped, ditches cleaned and ruts and depressions patched and guard rail straightened at a total cost of \$313.

On the Little Falls-East Creek highway No. 456, the shoulders were scraped, old worn out oil and stone removed and ruts and depressions patched with asphalt and stone, ditches cleaned and No. 1 stone was rolled into the soft surface of the road for a distance of  $2\frac{1}{2}$  miles, at a total cost of \$2,238.60.

On the Little Falls-Herkimer highway No. 457, the shoulders were scraped, ruts and depressions patched and low spots at the edge of the macadam and on the shoulders were raised up flush to the macadam with stone and asphalt at a total cost of \$598.

On the Herkimer-Frankfort highway No. 458, the ruts and depressions were patched at a total cost of \$706.72.

On the Herkimer-Middleville highway No. 460, the shoulders were scraped, ruts and depressions and edges of macadam were patched and ditches cleaned at a total cost of \$1,726.41.

On the Middleville-Poland highway No. 461, the shoulders were scraped and ditches cleaned, ruts and depressions patched at a total cost of \$1,635.50.

On the Newport-Norway-Cold Brook highway No. 467, the shoulders were scraped, ruts and depressions patched and a 4 by 5 culvert cleaned several times at a total cost of \$810.35.

On the Herkimer Village highway No. 870, the shoulders were scraped and ditches cleaned, ruts and depressions patched, and on account of frost boils about 400 feet of road was torn up and replaced with a one foot sub-bottom course and a three inch bituminous top course penetration method was laid at a total cost of

Reconstruction contract	\$50,539	58
Surface treatment, Department forces	2,015	41
Department material, labor and equipment	18,848	43
Patrol	8,773	50
Engineering, supervision and expenses	5,127	36
Total	\$85,304	28

### JEFFERSON COUNTY

In this county there are 243.45 miles of improved State and county highways of the following types:

- 96.46 miles of waterbound macadam.
- 134.25 miles of bituminous macadam pen. method.
  - 9.51 miles of first class concrete.
  - 3.22 miles of block pavement.

There are also in this county 1.79 miles of brick, .65 mile of concrete; .87 mile of bituminous macadam; and .52 mile of waterbound macadam inside City limits, and therefore not maintained by the Highway Department.

Of the total mileage indicated, 6.68 miles were resurfaced at a cost of \$29,452.58, detailed as follows:

Road	Length miles	Туре	Cost
Henderson Harbor No. 238 Watertown-Theresa No. 423 Theresa-Antwerp No. 625		3-inch bit. mac. penetration 2-inch bit. mac. penetration. 2-inch bit. mac. penetration.	\$6,344 80 10,481 63 12,626 15
		-	\$29,452 58

97.15 miles were given a surface treatment of bituminous material with cover, at a total cost of \$32,228.89 and .70 miles were given a heavy surface treatment at a cost of \$4,546.12.

Of the surface treatments, 65.27 miles were treated by Departmental forces at a cost of \$21,607.59 and 31.88 miles by contract at a cost of \$10,621.30.

Of the above mileage 7.17 miles had L. H. O.; 20.06 miles had L. C. O.; and 69.92 miles had T. C. A.

In regard to cover material, 19,124 miles had screened gravel; 1 mile had No. 1 stone; 54.87 miles had ore tailings; and 42.28 miles had a combination of No. 1 stone and ore tailings.

217.92 miles were maintained by patrolmen at a total cost of \$20,067.30.

## Description of Special Work Done by Department Forces

Road 425 was widened for a distance of one and one-half miles from 12 feet to 16 feet, using 3 inch bottom course and 3 inch bituminous top course. The shoulders were widened and the ditches cut back. All culverts were lengthened four feet on each side. The total cost of this work was \$2,887.58.

Road 238, before being resurfaced was widened from 12 feet to 16 feet for one and one-fourth miles with 4 inches of crushed stone, filled with sand. The curves were all widened and banked and the shoulders widened. The cost was \$1,000.

On Road 427 the road was widened for a distance of one and one-fourth miles with a three inch course of botton stone, and 3 inches of bituminous penetration top course. The ditches were cut back and shoulders widened. The cost was \$2,942.47.

The bad curve at Herrings on road 428 was straightened at a cost of \$1,410.83.

Road 814 was ditched on both sides for a distance of 5.31 miles at a cost of \$300.00.

# Summary of Expenditures

Resurfacing	\$29,452	<b>58</b>
Surface treatment	36,775	01
Departmental material, labor and equipment	29,601	45
Patrol	17,567	30
Engineering, supervision and expenses	10,247	97

Total	23,644 31
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### LEWIS COUNTY

In this county there are 73.83 miles of State and County highways of the following types:

- 21.12 miles of waterbound macadam.
- 41.31 miles of bituminous macadam pen. method.
  - 2.39 miles of bithulithic pavement.
  - 8.78 miles of concrete pavement.
  - 0.23 miles of brick pavement.

None of the above mileage was reconstructed or placed under contract for reconstruction.

- 26.55 miles were given a surface treatment of bituminous material with cover, at a total cost of \$10,187.31.
- 44.30 miles were extensively repaired by the Departmental repair gangs at a total cost of \$12,317.58.
- 50.18 miles were maintained by the patrolmen with material furnished by the Department at a total cost of \$6,414.11.
- 20.20 miles were surface treated with L. C. O. using 0.20 gallons per square yard, and 6.35 miles using 0.25 gallons per square yard. The cover was Benson Mines tailings, approximately 50 tons per mile being used.

The heavy rains and high water of last spring caused several washouts and did considerable damage to shoulders and macadam. On Roads 847 and 5332 earth slides were removed at costs of \$428.18 and \$467.28 respectively. On Road 847 macadam was repaired or rebuilt in places where badly damaged by frost at a cost of \$1,748.82. Roads 1191 and 1192 run through sandy country. These are narrow roads with loose stone shoulders which were badly damaged. They were repaired at cost of \$2,636.04 and \$638.36 respectively.

Considerable patching was done with asphaltic emulsion and No. 1 stone; the greatest amount being done on Road 5332 at a cost of \$1,196.75. Other work consisted of deepening ditches, spreading cover material to prevent bleeding, etc.

Surface treatments	<b>\$10,187</b> 31
Departmental material, labor and equipment	12,317 58
Patrol	4,081 50
Engineering, supervision and expenses	4,676 58

### LIVINGSTON COUNTY

In this county there are 98.43 miles of improved State and county roads, of the following types:

- 46.99 miles waterbound macadam.
- 34.27 miles bituminous macadam pen. method.
- 16.07 miles concrete requiring surface treatments.
  - 1.10 miles block pavement.

Of the total mileage 1.66 were reconstructed or placed under contract for reconstruction, at a total cost of \$12,177.56.

- 41.04 miles were given a surface treatment of bituminous material with cover, at a total cost of \$9,578.59.
- 21.58 miles were extensively repaired by the Department repair gangs, at a total cost of \$8,631.20.
- 98.43 miles were maintained by patrolmen, with material supplied by the Department, at a total cost of \$10,295.57.

# Surface Treatment

There were 41.04 miles given a surface treatment with cover as follows:

- 37.86 miles were oiled by contract at a total cost of \$8,433.73.
- 3.18 miles were oiled by Departmental forces at a total cost of \$1,144.86.

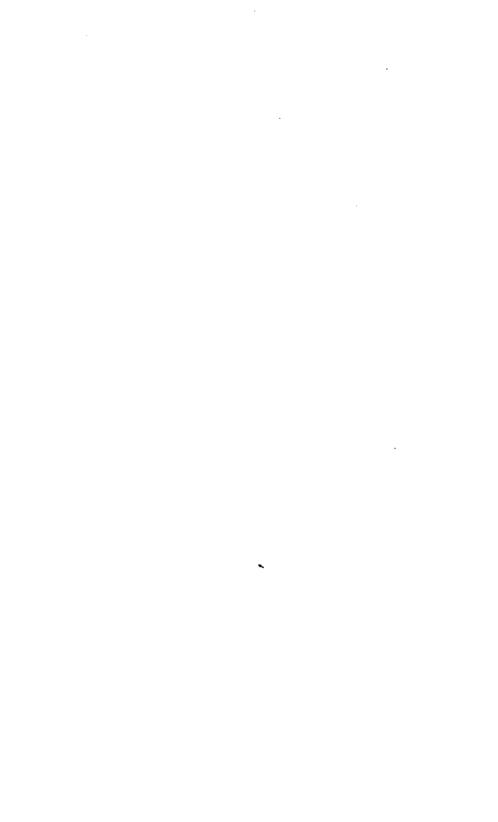
## The roads resurfaced were:

867 Dansville Village, 1.09 mi1/10 mi. brick		
99/100 bit. mac	\$6,782	17
5302 Avon-Lima, 0.57 mi, amiesite	5.395	39





ASTRACTAN OF THE FFFECT OF HEAVY TRAFFIC ON LIGHT MACADAM, DURING PERIOD WHEN FOUNDATION IS UNSTABLE BY
REASON OF FROST ACTION.



The most important repairs made in this county by the Departmental forces were the rebuilding of Road 1247, a large stretch of which was washed out by the spring floods, at a total cost of \$4,316.73.

The flats, about 1 mile in length, on Road 5273, a concrete road, was covered with H. O. and screenings, and the disintegrated places patched with cold patch emulsion and stone at a total cost of \$2,651.69.

Road 5302, in addition to the above treatment, was resurfaced with Barber Cold Patch, for a distance of 300 feet using a top course 2½ inches thick applying the material by the penetration method, at a total cost of \$966.23.

### Summary of Expenditures

Reconstruction	\$12,177	56
Surface treatments	9,578	59
Department material, labor and equipment	14,498	90
Patrol	7,761	00
Engineering, supervision and expenses	8,181	57
Total	\$52,197	62

### MADISON COUNTY

In this county there are 82.08 miles of improved State and county highways, of the following types:

- 5.87 miles of gravel roads.
- 28.60 miles of waterbound macadam.
- 32.99 miles of bituminous macadam pen. method.
- 10.72 miles of concrete requiring surface treatment.
  - 2.88 miles of first class concrete.
  - 1.02 miles of block pavement.

Of the total mileage indicated above, 33.89 miles were given a surface treatment of bituminous material with No. 1 crushed stone for cover, at a total cost of \$10,690.29.

9.50 miles were extensively repaired by the departmental repair gang, at a total cost of \$3,785.70.

81.11 miles were maintained by patrolmen, with material supplied by the Department, at a total cost of \$10,803.28, including stone and oil.

The 33.89 miles surface treated were given an application of bituminous material "T" high carbon, cold application with a cover of No. 1 stone.

## Description of Special Work Done by Department Forces

On the Oneida-Munnsville, Part 1, Road No. 1160, a 4 foot by 4 foot culvert and 35 foot embankment were washed out by a cloudburst; the culvert and embankment were rebuilt at a total cost of \$424.24, also a slide was removed on a quicksand hill at a cost of \$99.

On the Wampsville-Oneida Castle Road No. 5078, the shoulders were rebuilt and the ditches cleaned for a distance of 1.5 miles at a total cost of \$391.98.

On the Chittenango-Oneida, Part II, Road No. 726, the ditches on two steep hills were washed out to a depth of 2 to 6 feet and the shoulders were being under-cut. This condition was remedied by laying 1,850 feet of 12 inch vitrified pipe with concrete inlets, at a total cost of \$1,685.18; also the shoulders were rebuilt and the ditches cleaned for a distance of 4 miles, 150 feet of cobble gutters built and 100 feet of frost breaks repaired, at a total cost of \$1,219.

## Summary of Expenditures

Surface treatment by contract	\$10,690	29
Departmental material, labor and equipment	9,209	27
Patrol	6,672	00
Engineering, supervision and expenses	2,460	50

Total......\$29,032 06

### MONROE COUNTY

In this county there were 275.63 miles of improved State and county highways of the following types:

- 7.27 miles of brick.
- 0.15 miles of stone block.
- 3.25 miles of first class concrete.

- 4.14 miles of second class concrete.
- 20.30 miles of Topeka concrete base.
- 68.61 miles of bit. mac. asphalt binder.
- 153.81 miles of waterbound macadam.
  - 1.04 miles of amiesite mac. base.
  - 0.33 miles of brick cubes.
  - 6.06 miles of Hassam.
  - 4.01 miles of Kentucky rock asphalt.
  - 1.39 miles of Rocmac.
  - 2.88 miles of gravel macadam.
  - 2.39 miles of Topeka macadam base.

On this total mileage there were 6.32 miles resurfaced and reconstructed or placed under contract for resurfacing at a total cost of \$79,276.57.

- 1.74 miles were resurfaced by the department forces at a total cost of \$7,760.59.
- 90.49 miles were given a surface treatment of bituminous material with cover at a total cost of \$18,242.34.
- 267.57 miles were maintained by patrolmen and gangs with material supplied by the Department at a total cost of \$51,650.92.

275.63 miles were maintained by patrolmen with material furnished by the Department at a total cost of \$19,456.32.

The roads reconstructed and resurfaced by contract were:

Rd. No.		
100. Rochester-Webster, Pt. 3 with Bit. Mac. mixing method,		
type No. 2	\$14, 331	40
100. Rochester-Webster, Pt. 3 with brick	8, 307	78
101. Rochester-Webster, Pt. 4 with brick	12, 744	60
167. Penfield, Pt. 2 with waterbound macadam	10, 505	55
253. Lyell road, with brick	25, 580	00
399. Latta road, with waterbound macadam	7,807	24
Total	\$79, 276	57
The roads resurfaced by department forces were:		
Rd. No.		
81. Hamlin, Pt. 2 with Bit. Mac. Penetration	<b>\$96</b> 1	43
83. Buffalo, Pt. 2 with Bit. Mac. Penetration	2, 488	
494. East Henrietta-Rochester, with Penetration	4, 311	11
	<b>AT TOO</b>	

There were 90.49 miles given a surface treatment with cover as follows:

42.21 miles of L. C. O. and cover of screened gravel and No. 1 slag and screenings.

48.28 miles of tar and cover of screened gravel, screenings and No. 1 stone and slag.

In addition to the resurfacing, reconstruction and oiling done by contract there were a number of important repairs made directly by the departmental forces and considerable extra work was required on many of the roads, especially in the southern part of the county, where the heavy spring rains caused washouts and badly damaged the roads. The work of widening the shoulders and building extensions on culverts was finished on road 63 at a cost of \$1,142.10. Repairs due to washouts on roads 5507 and 648, which included large quantities of material for fill together with repairs to macadam and guard rail, cost \$1,540.41, portions of roads 81, 83, 494, a total of 1.74 miles were resurfaced with bituminous macadam and the shoulders regraded at a total cost of \$7,760.59. Concrete pavement at the approaches to the Barge Canal bridge on road 5425 was replaced with waterbound macadam at a cost of \$905.43. The railroads placed their crossings at uniform grade on road 6 and 121 feet of brick pavement was built to connect with the same. On road 63, 161 feet of brick pavement was laid at the approaches to the Barge Canal. The erecting of concrete guard rail on road 79 was finished. Repair gangs made extensive subbase repairs and replaced macadam on roads 170, 167, 494, 493, 253, 255, 401, at a total cost of \$4,686.15. On road 94 the approach to the Erie Canal bridge was widened approximately 8 feet, bituminous macadam laid and 1,097 feet of concrete guard rail erected at a cost of \$1,272.52. Asphalt patches to the amount of 1,341.25 square yards were placed on road 538 at a cost of \$1,542.44. Calcium chloride was applied to roads 1290, 169, 78, 5507, 1236, 1282, 492, 6 at a total cost of \$3,-173.05. The Department also oiled 20.39 miles of road. In addition to the patrolmen, repair gangs were employed to do the necessary small repairs.

Reconstruction and resurfacing	\$87,037	16
Surface treatments	18,242	34
Departmental material, labor and equipment	51,650	92
Patrol	19,456	<b>32</b>
Engineering, supervision and expenses	17,341	<b>2</b> 9
Total	\$193,728	03

### MONTGOMERY COUNTY

In this county there are 96.26 miles of improved State and county highways, exclusive of the mileage in cities, of the following types:

- 40.66 miles of waterbound macadam.
- 53.18 miles of bituminous macadam pen. method.
  - 2.40 miles of block pavement.

Of the total mileage indicated above .97 mile were reconstructed by departmental forces at a cost of \$3,748.87.

- 3.64 miles were resurfaced with a 3-inch waterbound top under contract, at a cost of \$15,496.81.
- 16.47 miles were given a surface treatment of bituminous material with cover, under contract, at a cost of \$6,100.32.
- 4.14 miles were let by contract for repairs with a new top and foundation where needed and a heavy surface treatment of bituminous material "A" with cover on the balance of the road at a cost of \$6,606.85 to which a supplemental agreement was added at a cost of \$4,231, making a total of \$10,837.85. Because of delay due to the labor situation and financial troubles, this contract was cancelled after \$3,356.42 had been expended and a new contract amounting to \$8,109.90 was let for the balance, but owing to the fact that contract was let late in fall, this work has been held over until 1917. On this contract 40 per cent or \$4,551.40 is chargeable to resurfacing and 60 per cent or \$6,827.11 is chargeable to surface treatment.
- 4.66 miles were let under contract to be repaired with a new foundation and top where needed and a heavy surface treatment of bituminous material with cover at a cost of \$10,099, but owing

to scarcity of labor and material for cover this contract has been held over until 1917. On this contract 30 per cent or \$3,029.70 is chargeable to resurfacing and 70 per cent or \$7,069.50 is chargeable to surface treatment.

13.53 miles were given a surface treatment of bituminous material "T" high carbon, cold application and No. 1 crushed stone for cover.

2.94 miles were given a surface treatment of bituminous material "T" high carbon, cold application with screened sand for a cover. This contract was let the previous year. 83.62 miles were maintained by patrolmen with material supplied by Department at a total cost of \$10,543, including stone and oil furnished by the Department.

## Description of Special Work Done by Department Forces

The Amsterdam-Hagamans highway No. 298 was resurfaced for a distance of .75 miles with a bituminous macadam penetration method top, 2-inch in thickness. This was a continuation of resurfacing of this road commenced in 1915 by Department forces. Total cost was \$2,226.01.

On Fonda-West highway No. 155 the old oil top was removed and the macadam patched for a distance of .08 mile or 750 square yards. This was a completion of work started in 1915 and patches were made of a mixture of Nos. 1 and 2 crushed stone and Headley good roads No. 1 material at a cost of \$255.86.

On the Hoffmans-Cranesville highway No. 5126, there was 739 lineal feet of road surface removed and a new subbase foundation of 12-inch thickness and a new 3-inch top of bituminous macadam penetration method for a 16-feet width of road put down at a cost of \$1,267.

On Mohawk river turnpike highway No. 108 the section in the village of Akin was extensively patched where depressions were and sides built up with Nos. 1 and 2 crushed stone and Headley good roads material at a cost of \$1,295.18. On Tribes Hill of same road 2 large patches were made as well as placing 6-inch porous drain tile for 500 feet under the ditch on north side of road at a cost of \$558.19.

On Palatine Bridge-Fonda highway No. 5124 extensive patching was done an effort being made to level up road where it was very wavy. Bituminous material A and Nos. 2 and 3 crushed stone were used at a cost of \$1,594,52.

The brush was all removed from north side of road, ditches cleaned, new ones dug and dry wall laid at foot of steep slopes on this road for a cost of \$776.09.

On St. Johnsville-Nelliston highway No. 5109 a new cast iron pipe culvert was put in at a cost of \$49.50; shoulders were scraped and new ditches dug and old ones cleaned for a cost of \$6,924.61.

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#### NASSAU COUNTY

In this county there are 57.40 miles of improved State and county highways, of the following types:

- 21.69 miles of waterbound macadam.
- 26.16 miles of bituminous macadam, pen. method.
  - 2.93 miles of bituminous macadam, mixing method.
  - 6.58 miles of first class concrete.
    - .04 miles of brick.

Of the total mileage indicated above, 1.79 miles were reconstructed by contract or departmental forces at a total cost of \$16,047. 24.26 miles were given a surface treatment of bituminous material with cover at a total cost of \$6,956.

- 6.00 miles were extensively repaired by Department repair gang at a total cost of \$1,109.
- 57.4 miles were maintained by patrolmen, with materials supplied by the Department, at a total cost of \$10,600.

### Roads Reconstructed

Road No. 5106, Little Neck-Old Westbury, part 1, 1.17 miles, formerly of grounted bituminous macadam was reconstructed by contract with a first class concrete pavement, at a cost of \$11,851.

Road No. 546, New Bridge, .28 miles, formerly of waterbound macadam was reconstructed by Department forces with a 6-inch gravel foundation and 3-inch bottom course and a 2-inch mixed top course of trap rock and asphaltic emulsion binder at a cost of \$2,144.

Road No. 434, Arrandale avenue, .34 miles, formerly of water-bound macadam, was resurfaced by Department forces with a 1½-inch trap rock top course, penetration method, with tar binder, at a cost of \$2,052.

### Surface Treatment

24.26 miles were treated with cold application tar and local sand and gravel (run of bank).

## Special Work

On road No. 953, Glen Cove, where an embankment was subject to washouts and slides a timber bulkhead was constructed by departmental forces at a cost of \$690.

## Summary of Expenditures

Reconstruction	\$16,047 00
Surface treatment	6,956 00
Departmental material, labor and equipment	7,257 00
Patrol	5,102 00
Engineering, supervision and expenses	4,097 00
	<b>\$</b> 39,459 00

## Niagara County

In this county there are 117.52 miles of improved State and county highways of the following types:

33.89 miles of waterbound macadam.

19.34 miles of bituminous macadam, pen. method.

- 8.92 miles of concrete requiring surface treatments.
- 29.89 miles of first class concrete.
- 25.48 miles of block pavement.
- 14.59 miles were given a surface treatment of bituminous material with cover, at a total cost of \$3,920.89.
- 116.43 miles were extensively repaired by the departmental repair gangs, at a total cost of \$34,236.28.
- 43.64 miles were maintained by patrolmen, with material supplied by the department, at a total cost of \$3,222.

Contract No. 876, which embraced 14.59 miles of roads of the following types:

- 11.82 miles of waterbound macadam, and
- 2.77 miles of bituminous macadam.

The above were surface oiled by contract with 0.20 gallons of bituminous material "T", H. C. T. C. A., per square yard, and covered with 12 pounds of No. 1 stone per square yard, at a total cost of \$3,920.89.

Contract No. 990, which embraced 2.22 miles of waterbound macadam, was resurfaced by contract with 2½-inch top, penetration method, at a total cost of \$12,871.58.

Contract No. 967, which embraced 3.20 miles of bituminous macadam, was resurfaced by contract with 2½-inch top, penetration method, at a total cost of \$15,598.95.

# Expenditures for Maintenance and Repair of

# Various Types of Pavement

- 33.89 miles of waterbound macadam were maintained at a total cost of \$38,131.54.
- 19.34 miles of bituminous macadam were maintained at a total cost of \$23,658.36.
- 8.92 miles of concrete bituminous top were maintained at a total cost of \$2,730.72.
- 29.89 miles of first class concrete were maintained at a total cost of \$4,608.52.
- 25.48 miles of block pavement were maintained at a total cost of \$5,972.10.

Resurfacing	\$28,470	53
Surface treatments	3,920	89
Departmental material, labor and equipment	34,236	28
Patrol	3,222	00
Engineering, supervision and expenses	5,251	<b>54</b>
Total	<b>\$75,101</b>	24

### Oneida County

In this county there are 232.68 miles of improved State and county highways, exclusive of mileage in cities, of the following types:

- 7.97 miles of gravel roads.
- 128.70 miles of waterbound macadam.
  - 83.83 miles of bituminous macadam, pen. method.
    - 3.43 miles of first class concrete.
    - 7.28 miles of mixed bituminous macadam.
    - 1.47 miles of block pavement.

Of the total miles indicated above, 8.54 miles were reconstructed or placed under contract for reconstruction at a total cost of \$68,557.21.

53.93 miles were given a surface treatment of bituminous material "T", high carbon, cold application, with cover of No. 1 crushed stones, at a total cost of \$18,031.92.

22.5 miles were extensively repaired by departmental repair gangs at a total cost of \$41,613.59.

184.02 miles were maintained by patrolmen with material supplied by department at a total cost of \$24,669.75, including stone and oil.

Of the roads reconstructed, Utica-Oneida Castle, Part 2, road No. 271, 3.80 miles were resurfaced with bituminous macadam, penetration method, at a cost of \$22,982.57.

A section of the Utica-Oneida Castle, Part 1, 4.74 miles was let for resurfacing, 3.99 miles bituminous macadam, mixed method, type 2 and .75 miles penetration macadam; this contract is 75 per cent complete.



COUNTY HIGHWAY No. 95 — ORANGE COUNTY, SHOWING EFFECT OF HEAVY MOTOR VEHICLE TRAFFIC ON MACADAM PAVEMENT DURING THE PERIOD OF UNSTABLE FOUNDATION, RESULTING FROM FROST ACTION.



Description of Special Work Done by Department Forces

On the Utica-Paris highway, No. 71, the town of New Hartford built a new bridge at station 191+. New macadam was placed by this department at a cost of \$120.47.

On the Utica-Oneida Castle, part 1, road 250, the shoulders parallel to repair contract No. 500 were widened with gravel and new ditches made at a cost of \$2,089.59.

On the Utica-Oneida Castle, Part 2, road 271, road received an application of bituminous material "A" under repair contract No. 784 in 1915. Hot weather started this road to bleeding and it was necessary to cover same with gravel at a cost of \$1,044.45.

Mohawk River Road (Marcy) road No. 296, the shoulders were scraped and material removed for 2.48 miles at a cost of \$183.09.

Augusta road, Oriskany Falls section, road No. 369, at station 130, 250 feet of macadam was taken up and 9 inches of subbase placed at a cost of \$950.47.

Utica-Bridgewater road No. 559: 1,800 feet of 9-inch subbase, 1,500 feet of 3-inch waterbound macadam was placed at a cost of \$11,604.57.

Rome road, Augusta section, road No. 564: In 1915 this was resurfaced with bituminous material "A" and No. 2 stone. During hot weather this year the bituminous material came to the surface and was covered with gravel at a cost of \$259.80, also 600 feet of macadam was taken up and 12 inches of subbase placed at a cost of \$2,026.73.

Waterville-Deansboro No. 837 and New Hartford-Deansboro No. 761: A cloudburst in July, 1916, washed out shoulders of road, filled ditches and culverts with debris, causing damage which was repaired at a cost of \$608.01.

Augusta-Knoxboro road No. 839: 500 feet of macadam was taken up and 12-inch subbase and a 3-inch waterbound macadam top placed at a cost of \$2,333.21. A washout in the road was repaired and a wall built at a cost of \$1,074.64.

Marcy Hill-Trenton road 931: 302 square yards of old macadam was removed and replaced with 9-inch subbase with underdrains and 3-inch bituminous top. Ditches were cleaned and deepened at a cost of \$954.32.

Waterville Village road No. 932, widening shoulders of road at cost of \$277.92.

Trenton-Remsen road No. 1,144, widening curves and cleaning ditches at a cost of \$213.85.

Vernon Village-Oneida Castle Village road No. 5034: 200 feet of road was torn up, new 12-inch subbase was placed and the road was resurfaced from station 7 to 11 at a cost of \$1,577.29.

Clayville Village road No. 5079, ditches were cleaned and shoulders trimmed at a cost of \$262.63.

Trenton-Prospect-Remsen road No. 5345, removing the slide at station 362, cost \$107.70.

Remsen-Boonville Town Line road 5346, resurfacing between station 635 and 641, cost \$327.98.

Augusta road (Lowell and Spencer section) No. 438, 2,563 feet of macadam was relaid over new 9-inch subbase at a cost of \$7,421.46.

Deerfield Corners-Marcy Hill highway No. 933: 2,048 square yards of macadam was taken up and replaced with 9-inch subbase with drains and 3-inch bituminous top, ditches cleaned and deepened at a cost of \$6,471.68.

Franklin Spa.-Kirkland highway No. 5,442: A cloudburst tore out 50 feet of shoulder and guard rail on an 8-foot fill at station 15. This was repaired at a cost of \$118.09.

Yorkville Village road No. 5,091: holes in the surface were repaired at a cost of \$87.26.

Verona-Rome road No. 5,521: Removing old wall and building a new concrete retaining wall 148 feet long, 5 feet high at station 298, cost \$1,196.03.

## Summary of Expenditures

Reconstruction—contract	\$68,557	21
Surface treatment by contract	18,031	92
Departmental material, labor and equipment	52,876	07
Patrol	15,543	00
Engineering, supervision and expenses	11,728	88

**\$166,737** 08

### Onondaga County

In this county there are 184.52 miles of improved State and county highways of the following types:

- 5.65 miles block pavement.
- 7.37 miles first class concrete.
- 34.75 miles concrete with bituminous top.
  - 6.81 miles bituminous macadam.
- 96.58 miles bituminous macadam, penetration method.
- 33.36 miles waterbound.

Of the total mileage indicated above 23.92 miles were resurfaced or placed under contract for resurfacing at a total cost of \$116,734.67.

73.95 miles of road were put under contract for oiling at a total cost of \$38,309; 162 miles were maintained by patrolmen with material supplied by the department at a total cost of \$12,-130.50.

167 miles were repaired by gang system at a total cost of \$39,671.02.

23 miles were extensively repaired by convicts from Auburn prison at a total cost of \$13,341.94.

## Roads Resurfaced

		,		
Name	Location	Length	Type	Cost
Lafayette Road	Begins in the hamlet of Lafayette and runs one mile northward	1.0	Bit. mac	<b>\$</b> 7,039 50
Skaneateles-Hamil-				
ton, Part 1	Begins in the hamlet of Vesper and runs 2.44 miles eastward	2.44	Bit. mac	10,900 85
Syracuse-Bridge-				,
port, Part 1	Begins in Court street in the City of Syracuse and runs in a northerly direction toward Bridgeport	3.30		13,102 20
Baldwinsville-				
Cicero	Begins in the village of Baldwinsville and runs easterly to Belgam	0.61	D24	19 <i>8</i> 00 05
	Bridge		Bit. mac	•
Fabius village	In the Village of Fabius.	1.35		9,938 05

Name	Location	Length	Туре	Cost
Vesper-Tully	Begins at the end of road 330 and runs easterly			
	1.26 miles	1.26	Bit. mac	<b>\$</b> 5,629 13
Cicero-Brewerton	Runs from Cicero			
	towards Brewerton	4.84	Topeka	38,391 54
Phoenix-Syracuse	Begins in the Village of Liverpool and runs			
	south .88 mile	0.88	Amiesite	8,739 13
	<u>-</u>		_	

### Reconstruction

0.6 miles of Hassam pavement on road No. 5,365 was replaced by brick pavement at a cost of \$15,970.01.

Resurfacing	<b>\$</b> 123,396	00
Surface treatment	38,309	00
Patrol	12,130	00
Department labor and material	93,801	00
Engineering, supervision and expenses	10,726	00

#### ONTARIO COUNTY

In this county there are 128.09 miles of improved State and county highways of the following types:

- 4.00 miles of brick.
- 0.39 miles of stone block.
- 7.37 miles of second class concrete.
- 1.69 miles of topeka-macadam base.
- 48.47 miles of bituminous macadam asphalt binder.
- 66.17 miles of waterbound macadam.

Of the total mileage indicated above 1.95 miles were resurfaced or placed under contract for resurfacing at a total cost of \$11,163.

- 42.67 miles were given a surface treatment of bituminous material with cover at a total cost of \$8,692.
- 28.58 miles were extensively repaired by the departmental forces at a total cost of \$25,880.
- 128.72 miles were maintained by patrolmen, with material supplied by the department at a total cost of \$17,955.52.

### Roads Resurfaced

Road No. 207. Geneva-Canandaigua, Part 2, 0.90 mile with bituminous macadam (uncompleted) at \$5,152.

Road No. 146, Geneva-Canandaigua, Part 1, 1.05 miles with bituminous macadam (uncompleted) at \$6,011.

There were 42.67 miles given a surface treatment with cover as follows:

32.12 miles of L. H. O. and cover of screened gravel and slag. 10.55 miles of H. C. T. C. A. and cover of screened gravel and plain screenings.

In this county the most important repairs made directly by the department during the year were the widening of roadway, placing 1,500 cubic yards of sub-base and dutting Remington Hill from a 12.6 per cent grade to a 9 per cent grade on road 5,576, at a cost of \$11,000; placing sub-base and resurfacing on road 1196 at a cost of \$1,500; placing sub-base and resurfacing on road 662 at a cost of \$3,000; placing sub-base and resurfacing road 635 at a cost of \$7,000; placing sub-base and resurfacing road 189 at a cost of \$1,000; placing sub-base and resurfacing road 190 at a cost of \$7,000; placing sub-base and resurfacing road 206, at a cost of \$880; eliminating two bad curves on road 191 at a cost of \$500.

# Summary of Expenditures

Resurfacing	\$11,163	00
Surface treatments	8,692	00
Department labor, material and equipment	36,437	<b>52</b>
Patrol	7,398	00
Engineering, supervision and expenses	5,500	14
Total	\$69,190	66

### ORANGE COUNTY

In this county there are 195.89 miles of improved State and county highways of the following types:—

- 69.15 miles of gravel.
- 62.29 miles of waterbound macadam.
- 64.45 miles of bituminous macadam, penteration method.

Of the total mileage indicated above 7.66 miles were reconstructed or placed under contract for reconstruction at a total cost of \$62,819.

87.11 miles were given a surface treatment, part with bituminous material without cover, part with bituminous material with cover, and part with glutrin without cover, all at a total cost of \$19,072.

47.79 miles were extensively repaired by the Departmental repair gangs at a total cost of \$8,418.

183.13 miles were maintained by patrolmen, with material supplied by the Department, at a total cost of \$34,866.

### Reconstruction

Road No. 42, Newburgh-Woodbury, 2.10 miles, formerly of gravel, reconstructed by contract with either 8 inch field stone foundation or 5 inch broken stone bottom course and 3 inch bituminous macadam, penetration method, at a cost of \$18,621.

Road No. 43, Cohecton Turnpike, Part 2, 0.81 miles, formerly of waterbound macadam, reconstructed by contract with field stone foundation where necessary and 2½ inch bituminous macadam, penetration method, at a cost of \$4,784.

Road No. 113, Cohecton Turnpike, Part 1, 2.29 miles, formerly of waterbound, reconstructed by contract with field stone foundation where necessary and  $2\frac{1}{2}$  inch bituminous macadam, penetration method at a cost of \$11,005.

Road No. 64, Walden-Scotts Corners, 1.84 miles, formerly of gravel were placed under contract for reconstruction with a first-class concrete pavement at a cost of \$23,506.

Road No. 42, Newburgh-Woodburg, 0.10 mile rebuilt by department forces with 9 inch field stone foundation and 3 inch bituminous macadam, penetration method, at a cost of \$695.

Road No. 412, Port Jervis-Sullivan County Line, Part 1, 0.11 mile, rebuilt by department forces with 12 inch field stone foundation and 3 inch mixed bituminous macadam, bound with asphaltic emulsion at a cost of \$824.

Road No. 415, Newburgh-Cornwall, 0.18 mile rebuilt by department forces with a 12 inch field stone foundation and 3

inch mixed bituminous macadam, bound with asphaltic emulsion at a cost of \$1,514.

Road No. 5007, Newburgh-Cedar Hill Cemetery, 0.23 mile rebuilt by department forces with 8 inch field stone foundation, and 3 inch bituminous macadam, penetration method, at a cost of \$1,870.

### Surface Treatment

- 42.49 miles of gravel roads were treated with light cold oil without cover at a cost of \$5,229.
- 11.14 miles were treated with cold oil with No. 1 crushed stone or No. 1 gravel cover at a cost of \$4,559.
- 9.45 miles were treated with cold application tar with No. 1 crushed stone or No. 1 gravel cover at a cost of \$4,401.
- 5.40 miles were treated with light hot oil and No. 1 crushed stone cover at a cost of \$2,322.
- 18.63 miles of gravel roads were treated with glutrin without cover at a cost of \$2,561.

## Summary of Expenditures

Reconstruction	\$62,819	00
Surface treatments	19,072	00
Departmental material, labor and equipment	27,543	00
Patrol	15,741	00
Engineering, supervision and expenses	8,012	00
<u> </u>		
Total	<b>\$</b> 133,187	00

#### OSWEGO COUNTY

In this county there are 158.15 miles of improved State and county highways of the following types:

- 29.75 miles of waterbound macadam.
- 87.03 miles of bituminous macadam.
- 36.39 miles of concrete, requiring surface treatments.
  - 4.98 miles of block pavement.

Of the total mileage indicated 16.77 miles were given a surface treatment of bituminous material with cover at a total cost of

- \$6,363. Forty-five miles of road received extensive repairs on shoulders, a large quantity of gravel being used for this work which was done by departmental gangs at a total cost of \$2,908.
- 54 miles of macadam were patched and repaired by departmental forces at a total cost of \$13,986.
- 63.91 miles were maintained by patrolmen with material supplied by the Department at a total cost of \$1,090.52.
  - 23.47 miles were completed this year, no repairs were necessary.

<b>\$</b> 6,363	00
29,107	00
9,067	00
6,202	00
\$50,739	00
	29,107 9,067 6,202

### ORLEANS COUNTY

In this county there are 78.86 miles of improved State and county highways of the following types:

- 15.73 miles first-class concrete.
  - 7.05 miles second-class concrete.
- 17.09 miles of bituminous macadam, pen. method.
- 31.19 miles of waterbound macadam.
  - 6.90 miles of brick pavement.

Of the total mileage indicated above 1.46 miles were resurfaced under contract at a total cost of \$5,349.58 per mile.

- 2.30 miles were given a surface treatment of bituminous material with cover by departmental forces at a total cost of \$618.02.
- 15.00 miles were given extensive repairs with the departmental repair gang at a total cost of \$1,750.14.
- 66.96 miles were maintained by patrolmen with material supplied by the Department at a total cost of \$11,491.56.

The important work done in this county by departmental forces was widening shoulders on road 393 and fill on roads 5448 and 5421, repairing culvert on road 391, digging ditch on road 390;

resetting guard-rail on road 5423 and road 5321 and also on road 5448; put in sub-base on road 387 and extended ditch 100 ft. on road 387.

Summary	of	Expenditures
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Resurfacing	\$8,295	00
Surface treatment	618	00
Departmental labor, material and equipment	8,032	<b>72</b>
Patrol	5,217	<b>25</b>
Engineering, inspection and expenses	2,548	65
Total	<b>\$24,711</b>	62

### OTSEGO COUNTY

In this county there are 126.26 miles of improved State and county highways of the following types:

- 4.37 miles of cement concrete pavement.
- 7.75 miles of second-class concrete.
- 20.09 miles of bituminous macadam, penetration method.
- 94.05 miles of waterbound macadam.

Not included in this mileage there are 0.89 miles of highways within the city of Oneonta of the following types:

- 0.47 miles of brick pavement.
- 0.08 miles of bituminous macadam, penetration method.
- 0.34 miles of waterbound macadam.
- 35.96 miles were given a surface treatment of bituminous material with cover, at a total cost of \$20,640.
- 118.51 miles were extensively repaired by the departmental repair gangs, at a total cost of \$18,560.
- 118 miles were maintained by patrolmen with material supplied by the Department at a total cost of \$12,100.

## Of the roads surface-treated:

Type of treatment	Cover	Mileage
L H. O	Sand	7.70
L. C. T	Sand	3.52
H. C. T	No. 1 crushed limestone	5.44
H. C. T	Iron ore tailings	19.30

Reconstruction	
Surface treatments	<b>\$20,640</b> 00
Departmental material, labor and equipment	18,560 00
Patrol	12,100 00
Engineering, supervision and expenses	7,400 00
Total	<b>\$</b> 58,700 00

#### PHTNAM COUNTY

In this county there are 55.96 miles of improved State and county highways of the following types:

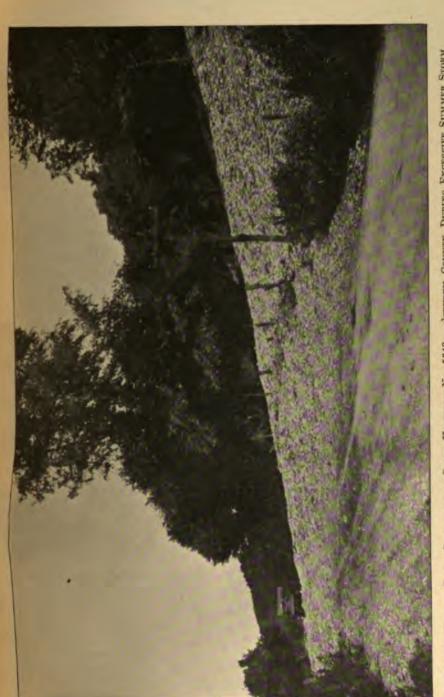
- 2.40 miles of waterbound macadam.
- 51.92 miles of bituminous macadam, penetration method.
  - 1.64 miles of first-class concrete.
- Of the total mileage indicated above 0.99 miles were placed under contract for reconstruction at a total cost of \$8,830.
- 10.6 miles were given a surface treatment of bituminous material with cover at a total cost of \$2,690.
- 2.4 miles were extensively repaired by the departmental repair gangs, at a total cost of \$1,373.
- 55.96 miles were maintained by patrolmen, with material supplied by the department at a total cost of \$8,446.

#### Of the reconstruction:

Road No. 569, Baldwin Place-Mahopac, 0.99 mile formerly of waterbound macadam was placed under contract for reconstruction with reinforcement at weak points in the foundation of 6-inch field stone and a 3-inch top course of bituminous macadam, penetration method, at a cost of \$8,830.

### Of the surface treatment:

- 2.0 miles were given a treatment of light hot oil and local gravel at a cost of \$507.
- 5.6 miles were given a treatment of light cold oil and local gravel at a cost of \$1,256.
- 3.0 miles were given a treatment of light hot oil and No. 1 broken stone at a cost of \$927.



DEBRIS WASHED DOWN SLOPES ON TO STATE HIGHWAY NO. 5348 - STEUREN COUNTY, DURING EXCESSIVE SUMMER STORM.

	·		
			•
		•	

Reconstruction	\$8,830	00
Surface treatment	2,690	00
Departmental material, labor and equipment	6,184	00
Patrol	3,635	00
Engineering, supervision and expenses	1,547	00
Total	\$22,886	00

### RENSSELAER COUNTY

In this county there are 175.23 miles of improved State and county highways of the following types:

- 30.28 miles of gravel roads.
- 74.05 miles of waterbound macadam.
- 50.81 miles of bituminous macadam asphalt binder.
  - 3.77 miles of bituminous macadam, tar binder.
  - 1.25 miles of gravel bituminous mixed.
- 6.12 miles of second-class concrete.
- 2.25 miles of first-class concrete.
- 1.15 miles of stone block.
- 5.55 miles of brick pavement.

Of which 9.76 miles are within the corporate limits of cities.

Of the total mileage indicated above 28.45 miles were reconstructed or placed under contract for reconstruction at a total cost of \$149,960.72.

33.64 miles were given a surface treatment of bituminous material with cover at a total cost of \$14,857.

15.70 miles were extensively repaired by the departmental repair gangs at a total cost of \$24,165.

149.77 miles were maintained by patrolmen with material supplied by the Department at a total cost of \$34,921.

The following roads were reconstructed or placed under contract:

Road	Name	Length	Туре	Cost	
197	Brick Church-Rock Hollow	1.59	W. B. mac	٠	
197	Brick Church-Rock Hollow	1.74	W. B. mac	\$17,119	UĐ
200	Old Northern Turnpike	2.75	W. B. mac	15,667	46
195	Wynantskill-West Sand Lake	3.77	Bit. mac T	27,066	04
77	Albia-Wynantskill	ا م ما	Pen. meth	5,032	00
	Troy-Poestenkill	/ U.921	Pen. meth	5,032	09

Road	Name	Length	Туре	Cost	;
194	Sand Lake-Troy	1.49	W. B. mac	\$6,870	88
285	Nassau-Brainard	7.40	Bit. mac. pen. meth. heavy surface treat.	19.159	O.R
439	East Nassau-Brainard	1.40	heavy surface treat.	19,109	<i>9</i> <b>U</b>
11	Troy-Greenbush, Part 1	1.34	Bit, mac, pen, meth.	8,010	10
26	Troy-Greenbush, Part 2	1.04	Die. mac. pon. mour.	0,010	10
287	Rensselaer-Defreestville	4.34	W. B. mac	33,867	00
201	Troy-Poestenkill	3.11	W. B. mac	12,845	07
202	Boston-Albany*			4,322	47
	Total	28.45	•	\$149,960	72
	=		=		==

The following roads were given a surface treatment:

		0
Road	Miles	Type of treatment
5533	0.17	H. C. T., C. A., one-third gal. per sq. yd. Gravel cover.
981	0.50	H. C. T., C. A., one-fifth gal. per sq. yd. Gravel cover.
102	2.05	H. C. T., C. A., one-fifth gal. per sq. yd. Gravel cover.
284	3.60	H. C. T., C. A., one-fifth gal per sq. yd. Gravel cover.
202	0.38	H. C. T., C. A., one-fifth gal. per sq. yd. No. 1 crushed stone cover.
680	2.00	H. C. T., C. A., one-fifth gal. per sq. yd. No. 1 crushed stone cover.
1115	2.74	H. C. T., C. A., one-fifth gal. per sq. yd. No. 1 crushed stone cover.
1116	4.51	H. C. T., C. A., one-fifth gal. per sq. yd. No. 1 crushed stone cover.
10	0.48	H. C. T., C. A., one-fourth gal. per sq. yd. No. 1 crushed stone cover.
25	3.05	H. C. T., C. A., one-third gal. per sq. yd. No. 1 crushed stone cover.
631	2.25	H. C. T., C. A., one-third gal. per sq. yd. No. 1 crushed stone cover.
1123	0.51	H. C. T., C. A., one-third gal. per sq. yd. No. 1 crushed stone cover.
5310	0.95	H. C. T., C. A., one-quarter gal. per sq. yd. No. 1 crushed stone cover.
5354	5.11	L. H. O., one-third gal. per sq. yd. No. 1 crushed stone cover.
477	2.13	H. C. T., C. A., one-third gal. per sq. yd. Gravel cover.
478	3.21	H. C. T., C. A., one-third gal. per sq. yd. Gravel cover.

# $Special\ Work$

There was special work done by prisoners on roads 1115 and 1116. The work consisted of removing clay slides which filled the ditches and in many instances extended to the macadam. The ditches were cleaned and the slopes carried back. This work extended over a distance of about four miles.

## Summary of Expenditures

Reconstruction	\$149,960	72
Surface treatment	14,857	00
Departmental material, labor and equipment	43,035	00

<sup>\*</sup> Increase cost over that shown in 1915 report.

Patrol		
Total	\$239,826	72

### ROCKLAND COUNTY

In this county there are 53.76 miles of improved State and County highways of the following types:

- 15.76 miles of waterbound macadam.
- 30.97 miles of bituminous macadam, penetration method.
- 0.80 miles of bituminous macadam, mixing method.
- 3.87 miles of concrete requiring surface treatment.
- 2.36 miles of block pavement.

Of the total mileage indicated above 6.50 miles were reconstructed or placed under contract for reconstruction at a total cost of \$35,222.

- 8.90 miles were given a surface treatment of bituminous material with cover at a total cost of \$2,824.
- 11.65 miles were extensively repaired by the departmental repair gangs, at a total cost of \$4,279.
- 50.04 miles were maintained by patrolmen with material supplied by the department at a total cost of \$10,243.

## Roads Reconstructed

Road No. 9000, Spring Valley-Suffern, 0.85 mile was resurfaced with 2½ inch bituminous macadam, penetration method top course at a cost of \$4,770.

Road No. 9005, Coyles Corner-Short Clove, 5.65 miles formerly of waterbound macadam, was placed under contract for reconstruction with a new bottom of foundation course and  $2\frac{1}{2}$  inch top course, bituminous macadam, penetration method at a cost of \$30,452.

# Surface Treatment

8.90 miles were treated with cold application tar and a cover of No. 1 crushed stone, at a cost of \$2,824.

### Special Work

Cancelled repair contract No. 669, road No. 9006, Pearl River-Nanuet was completed by department forces at a cost of \$2,721 to be reimbursed from contract funds.

### Summary of Expenditures

Reconstruction	\$35,222	00
Surface treatment	2,824	00
Departmental material, labor and equipment	12,884	00
Patrol	4,339	00
Engineering, supervision and expenses	3,820	00
Total	\$59,089	00

#### St. LAWRENCE COUNTY

In this county there are 238.07 miles of improved State and County highways of the following types:

- 63.04 miles of waterbound macadam.
- 166.31 miles of bituminous macadam penetration method.
  - 4.04 miles of concrete requiring surface treatments.
  - 1.57 miles of first-class concrete.
  - 3.11 miles of block pavement.

The above does not include 2.10 miles of bituminous macadam and 3.47 miles of block pavement in the city of Ogdensburg.

Of the total mileage indicated above 5.62 miles were resurfaced or placed under contract for resurfacing, at a total cost of \$29,009.88.

- 105.26 miles were given a surface treatment of bituminous material with cover at a total cost of \$33,175.80.
- 59.8 miles were extensively repaired by the department repair gangs at a total cost of \$13,079.61.
- 218.65 miles were maintained by patrolmen with material supplied by the department, at a total cost of \$18,908.

Roads resurfaced or placed under contract:

Road	Miles	Туре	Cost
Ogdensburg-Canton, Pt. 2 No.			
733	2.51	3-inch bit. mac., 2.7 gal. per sq. yd	\$13,626 86
Canton-Potsdam, Pt. 2, No. 5032.	2.50	2-inch bit mac., 1.5 gal. per	
		sq. yd	12,383 08
Massena-Waddington, No. 521	0.61	2-inch bit. mac., 1.5 gal. per	
		sq. yd	2,999 94
•	5.62	-	\$29,009 88
:	=====	=	

Of the surface treatment 43.05 miles were done by contract, using H. C. T. cold application with cover of ore tailings and sand. 59.92 miles were done by contract, using C. O. with a cover of ore tailings and sand.

2.29 miles were treated by the department, using H. O. and C. O. with a cover of fine stone.

Road No. 5308, Potsdam Village, length resurfaced 0.16 miles resurfaced by departmental forces with 3 inch crushed stone bottom and 3 inch bituminous macadam top, penetration method, at a cost of \$1,384.89.

Road No. 5509, Winthrop-North Lawrence, length resurfaced, 0.04 mile; resurfaced by departmental forces with 6 inch foundation course and 3 inch bituminous macadam top, penetration method, at a cost of \$293.90.

Road No. 967, Norwood-Norfolk, length resurfaced 0.09 mile; resurfaced by departmental forces with 6 inch foundation course and 3 inch waterbound macadam top (H. O.) at a cost of \$699.60.

The shoulders on the steep grades on roads 875, 878, 1168, 5285 and 5497 were widened and reinforced by crushed stone and gravel in order to assist horse traffic, and the macadam on the inside of the dangerous curves was widened at a total cost of \$1,276.97.

Some extensive drainage work was accomplished during the past season. Outlets were dug to the swamps and lowlands bordering on road No. 5032 and 5285. On roads No. 734, 967, 1032 and 5283 the ditches in the springy cuts and side hill sections were lowered, tile and blind drains being used in the worst cases to intercept the water before it reached the subgrade, at a total cost of \$1,288.70.

Resurfacing

Summary of Exp	oe <b>n</b> ditures
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**\$29.009.88** 

	T,
Surface treatments	<b>33,175</b> 80
Departmental material, labor and equipment	18,079 61
Patrol	13,908 00
Engineering, supervision and expenses	11,182 41
Total	<b>Q105 255 70</b>
TUIAL	φτορίσσο το

### SARATOGA COUNTY

In this county there are 116.11\* miles of improved State and county highways, of the following types:

- 31.01 miles of waterbound macadam.
- 76.88 miles of bituminous macadam asphalt binder.
  - 3.16 miles of bituminous macadam tar binder.
  - 0.72 mile of second-class concrete.
  - 1.30 miles of first-class concrete.
  - 3.03 miles of brick pavement.

Of the total miles indicated above 2.27 miles were reconstructed or placed under contract for reconstruction at a total cost of \$7,545.67.

- 43.17 miles were given a surface treatment or placed under contract for surface treatment at a total cost of \$15,048.
- 12.78 miles were extensively repaired by the departmental repair gangs at a total cost of \$7,624.
- 89.04 miles were maintained by patrolmen with material supplied by the department at a total cost of \$25,258.

The following roads were reconstructed or placed under contract:

Road Name Length Type Cost 441-4 Saratoga-Glens Falls.. 2.27 Heavy surface treatment \$7,545 67

The following roads were given a surface treatment:

Road	Miles	Type of treatment
741	4.06	L. C. O.— sand
815	6.22	L. C. O.— sand
5062	2.93	L. C. O.— sand

<sup>\*</sup> Of which 1.45 miles are within the corporate limits of cities.

Road	Miles	Type of treatment
5230	7.52.	L. H. O.— gravel
5281	1.77.	L. H. O.— sand
340	4.63.	Bit. mat. T. C. A.—sand
442	6.14.	Bit. mat. T. C. A.— tailings
<b>59</b>	1.11.	Bit. mat. T. C. A.— sand
610	5.68.	Bit. mat. T. C. A.— sand
443	3.11.	Bit. mat. T. C. A.— sand
58	0.76.	
		extended

\* The 1.45 miles referred to as being within the corporate limits of cities, does not include the mileage of roads lying within the outside tax district of city of Saratoga Springs; such roads were subject to maintenance charges and therefore, are treated the same as any other roads in the county.

On road No. 58 a 12 foot width of bituminous macadam was increased to 16 foot by placing a two foot wide strip on either side. The material used were No. 1, 2 and 3 stone and cold patch asphaltic emulsion mixed in a 3/4 yard concrete mixer, placed by hand and rolled with a roller weighing about 200 lbs. for a two foot length. The cost of the work was \$2,149.60.

On road No. 59, about 900 lineal feet of road averaging 10 feet wide were so broken up by frost action as to require the removal of the old pavement and the placing of 10 inches to 12 inches of field stone with suitable weep drains and a covering of about 3 inches of broken stone with H. G. R. asphaltic emulsion mixed and placed by hand. The cost of the work was \$2,100.

On road No. 340 about 5 miles of the surface, which is an oiled top on a waterbound macadam, was patched extensively using No. 1 and 2 stone with H. G. R. asphaltic emulsion. This work was chiefly interesting because of its being our first attempt at mixing the materials in a concrete mixer, a method which proved very satisfactory and economical. The cost of the work was \$1,660.

On road No. 5205 the bridge approaches at the crossing of the Champlain Canal at Bemis Heights, were graded down and the old canal prism filled. A surface of 12 inches of gravel was placed

to carry traffic until the fill becomes sufficiently stable to permit the placing of macadam. The cost of this work was \$1,140.

On road No. 5277 the expansion joint filler had so run out of the joint during extremely warm weather as to require the removal of the little that remained and its replacement with a better grade of paving pitch. The length of expansion joint treated was 0.60 mile and the cost was \$104.

# Summary of Expenditures

Reconstruction	. \$7,545	67
Surface treatment	. 15,048	00
Departmental material labor and equipment	27,908	00
Patrol	4,974	00
Engineering, supervision and expenses	5,800	00
Total	\$61,275	67

#### SCHENECTADY COUNTY

In this county there are 71.62 miles of improved State and county highways, or the following types:

- 4.70 miles of gravel roads.
- 29.87 miles of waterbound macadam.
- 23.82 miles of bituminous macadam, asphalt binder.
  - 8.54 miles of first-class concrete.
  - 3.53 miles of brick pavement
  - 0.43 miles in topeka macadam.,
  - 0.60 miles of mixed bituminous macadam.
  - 0.13 miles of earth.

Of which 1.75 miles are within the corporate limits of cities.

- Of the total mileage indicated above 5.31 miles were reconstructed or placed under contract for reconstruction at a total cost of \$28,007.85.
- 10.31 miles were given a surface treatment of bituminous material with cover at a total cost of \$3,523.
- 67.40 miles were maintained by patrolmen with material supplied by the Department, at a total cost of \$21,556.

The following roads were reconstructed or placed under contract:

Road	Name	Length	Туре		Cost
5110	Wyatts-Hoffmans	5.31	Bit. Mac. Pen.	Method	<b>\$</b> 28, 007 85

## The following roads were given a surface treatment:

Road	Miles	Type of Treatment
<b>640</b>	1.60	
788	5.00	
793	2.34	
1,028	1.37	

# Special Work

On road 788, 125 cubic yards of retaining wall was put in along the creek to prevent the road being washed out, at a total cost of \$1,100.

On road 1028, 125 cubic yards of retaining wall was put in to hold back the clay bank which has slid down over the road each spring, at a total cost of \$1,150.

### Summary of Expenditures

Reconstruction	\$28,007	85
Surface treatments	3,523	00
Departmental material, labor and equipment	17,314	00
Patrol	4,242	00
Engineering, supervision and expenses	2,300	00
	<b>\$55,386</b>	85

#### SCHOHARIE COUNTY

In this county there are 50.35 miles of improved State and county highways of the following types

- 0.70 miles of cement concrete pavement.
- 16.81 miles of bituminous macadam, penetration method.
- 32.84 miles of waterbound macadam.

On the total mileage indicated above 4.31 miles were reconstructed or placed under contract for reconstruction, at a total cost of \$25,855.

- 14.52 miles were given a surface treatment of bituminous material with cover, at a total cost of \$6,900.
- 35.71 miles were extensively repaired by the departmental repair gangs at a total cost of \$5,045.
- 35.71 miles were maintained by patrolmen with material supplied by the Department, at a total cost of \$3,500.

Of the roads reconstructed:

No. 5086	Name Gallupville–Vroman	Length 4.31	••	Cost and \$25,855	00
0	f the roads surface- treat	ted:			
		Cover		Milea	ge
L. C	9. <b>T</b>	Sand	• • • • • • • • • • • • • • • • • • • •	14.5	2
	Summary	of Exp	enditures		
Reco	onstruction		• • • • • • • • • • •	\$25,855 0	Ю
`Surf	ace treatments			6,900 0	0
Dep	artmental material, labor	and equ	ipment	5,045 0	0
Patr	ol			3,500 0	0
Eng	ineering, supervision and	expense	s	4,300 0	Ю
	Total			\$45,600 O	ю

#### SCHUYLER COUNTY

In this county there are 30.32 miles of improved State and county highways, of the following types:

- 1.48 miles of gravel road.
- 15.01 miles of waterbound macadam.
  - 3.92 miles of bituminous macadam.
  - 0.88 miles of concrete requiring surface treatment.
  - 2.48 miles of block pavement.
  - 6.55 miles of sub-base bituminous.

Of the total mileage indicated above 23.13 miles were given a surface treatment of bituminous material with cover, at a total cost of \$8,186.51.

23.65 miles were extensively repaired by department material and labor, at a total cost of \$6,391.47.







29.01 miles were maintained by patrolmen with material supplied by the Department, at a total cost of \$7,152.58.

### Surface Treatment

Type of treatment	Cover	Mileage
Bit. mat. L. H. O	No. 1 stone	1.71
Bit. mat. L. H. O	No. 1 stone	1 . 24
Bit. mat. L. H. O		1.64
Bit. mat. L. H. O		65
Bit. mat. L. H. O		3.95
Bit. mat. L. H. O		4.76
Bit. mat. L. H. O		
Bit. mat. L. H. O		6.55
Bit. mat. L. H. O		
Bit. mat. L. H. O		

### Special Work

# Horseheads-Montour Falls State Highway No. 5208

Six hundred and twenty-five lineal feet of bank protection was constructed, slides removed and extensive patching and leveling was done preparatory to oiling, at a total cost of \$1,580.

# Montour Falls State Highway No. 5160

The building or raising of various drop-inlets along highway, extensive patching and leveling preparatory to oiling, scraping of shoulders, at a total cost of \$260.

# Montour Falls-Alpine, Part 1, County Highway 1232

Constructing of head-walls, extensive patching and leveling preparatory to oiling, scraping of shoulders, at a total cost of \$321.47.

# Montour Falls-Alpine, Part 2, County Highway 999

Extensive patching and leveling preparatory to oiling, extra ditching, scraping shoulders, at a total cost of \$980.

# Tyrone-Reading County Highway No. 1005

Extensive patching and leveling preparatory to oiling, and scraping of shoulders, at a total cost of \$1,020.

## Watkins-Bennettsburg State Highway No. 5295

Extensive patching and leveling preparatory to oiling, removal of slides and scraping of shoulders, at a total cost of \$1,230.

# Summary of Expenditures

Resurfacing	
Surface treatments	\$8,186 51
Departmental material, labor and equipment	10,718 05
Patrol	2,826 00
Engineering, supervision and expenses	2,368 03
<del>-</del>	
Total	\$24,098 59

#### SENECA COUNTY

In this county there are 50.10 miles of improved State and county highways of the following types:

- 40.11 miles of bituminous macadam, penetration method.
  - 0.70 miles of first-class concrete.
  - 6.89 miles of second-class concrete.
  - 2.36 miles of brick.
  - 0.04 miles of stone block.
- 13.97 miles of this mileage were put under contract for a treatment of light hot oil with a cover of No. 1 crushed stone at a total contract cost of \$5,384.86.
- 15.38 miles of road were extensively patched and repaired by departmental forces at a cost for labor and material of \$10,586.24.
- 47.0 miles of road were maintained by patrolmen with materials supplied by the Department at a cost of patrol of \$4,794.

### Summary of Expenditures

Surface treatment	<b>\$</b> 5,384 8 <b>6</b>
Departmental labor and material	11,361 <b>24</b>
Patrol	4,794 00
Engineering and expenses	3,681 0 <b>0</b>

Total		<b>\$</b> 25,221 1 <b>O</b>
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#### STEUBEN COUNTY

In this county there are 143.43 miles of improved State and county highways, of the following type:

- 14.07 miles of gravel roads.
- 69.00 miles of waterbound macadam.
- 40.44 miles of bituminous macadam.
- 12.87 miles of concrete requiring surface treatment.
  - 0.27 miles of first-class concrete.
  - 6.78 miles of block pavement.

Of the mileage shown above 1.69 miles are within city limits.

Of the total mileage indicated above 2.05 miles were resurfaced or placed under contract for resurfacing at a total cost of \$11,245.47.

- 68.12 miles were given a surface treatment of bituminous material with cover, at a total cost of \$26,518.22.
- 49.71 miles were extensively repaired by departmental repair gangs, at a total cost of \$56,998.43.
- 78.63 miles were given ordinary repairs before the assigning of patrolmen, at a total cost of \$25,074.55.
- 93.46 miles were maintained by patrolmen with material supplied by Department, at a total cost of \$11,886.58.

Note.—Patrolmen were employed for an average of four months during the season.

Of the roads resurfaced:

### Hornell-Arkport State Highway No. 5254

Town of Hornellsville was resurfaced for a length of .99 miles with a 2½-inch top course of bituminous macadam, at a total cost of \$5,567.07.

### Big Creek County Highway No. 906

Was resurfaced for a length of 1.06 miles with a 2½-inch top course of bituminous macadam, at a total cost of \$5,678.40.

- 13.43 miles were surface treated with an application of T. C. A. with a cover of No. 1 size broken slag.
- 49.69 miles were surface treated with an application of L. H. O. with a cover of No. 1 size broken slag.

An expenditure for extraordinary repairs was necessary on a number of highways in this county, due to cloudburst and resulting floods during the months of May and June. In several cases fills, etc., which had been restored following the floods in May were again destroyed by succeeding floods before suitable bank protections could be erected.

A list of roads and the repairs made necessary by the above mentioned floods is as follows:

Big	Creek	County	Highway	No.	906

Earth excavation to clear creek channel, 1,296 cubic	
yards	\$800 00
Cleaning ditches and culverts	837 00
Building temporary roadway and removing flood	
debris from pavement	625 00
Removing slides, 465 yards	186 00
Construction of two dams to turn creek back into	
its proper channel containing rip rap, 184 yards;	
stone fill, 316 yards	684 00
Rock excavated from quarries for rip rap and stone	
fills, 620 yards	372 00
Dry walls for bank protection, 570 yards	1,725 00
Gravel and earth fills, 3,640 yards	1,998 00
Stone fill, 4,394 cubic yards	4,594 00
Gravel placed on roadway from stations 28+00 to	
80+00, 3,425 cubic yards	1,912 00
Concrete wall for bank protection, 244 cubic yards,	
at stations 80+50 to 82+8, third class concrete.	1,641 11
Piling, planked for bank protection, piles spaced	
five feet, 996 lineal feet	2,296 00
Restoring and patching bituminous top	2,994 00
-	

\$20,664 11

# Hornell-Canisteo State Highway No. 5212

Removing of slides and flood debris, cleaning ditches and culverts and restoring eroded shoulders and building of dry walls, a total cost of \$1,829.85.

Canisteo-Jasper State Highway No. 53	18	
Stone fill, 1,695 cubic yards	\$1,271	25
Gravel fill, 3,877 cubic yards	1,628	
Dry wall, 610 cubic yards	1,820	
Bank slides removed from road, 2,550 cubic yards	2,075	
Placing timber cribbing and backfill for bank pro-	-,	
tection, 545 lineal feet	1,472	25
Placing logs behind steel piles in place, 125 lineal	-,	
feet	93	75
Building temporary roads during progress of recon-	00	••
struction	270	00
Removing flood debris.	300	
Cleaning ditches and culverts	1,136	
Opening creek channel	985	
Driving piles, planking and backfilling same, 710	000	00
lineal feet	1,685	00
Two bridge approaches	200	
- Two bridge approaches		
Total	\$12,937	
Arkport-Dansville State Highway No. 53	352	
Removing slides and cleaning ditches, 965 cubic		
yards	<b>\$659</b> :	
Cleaning ditches and culverts	845	
Scraping two miles shoulders, right and left	128	00
Patching pavement, including 550 yards of main-		
tenance stone	2,111	
Laying cobble gutters, 1,334 lineal feet	1,045	00
Total	\$4,789	27

Big Creek County Highway No. 1000		
Timber cribbing for bank protection, 246 feet Restoring shoulders, cleaning ditches and culverts.	<b>\$</b> 366 176	
Total	\$542	75
The following roads were very extensively repaired mental patrol gangs:	by depa	art-
Big Creek County Highway No. 907		
Cleaning ditches and culverts	<b>\$548</b>	20
Scraping shoulders entire length of road	139	50
Patching pavement	788	<b>4</b> 5
Total	\$1,476	15
Wayland-Dansville County Highway No. 12 Repairing frost boils, restoring subbase and macadam	\$492 178	
Total	\$671	28
Bath-Avoca State Highway No. 5204		
	G ( 1 A	00
Extensive repairing frost boils  Scraping shoulders and cleaning ditches entire	\$6 <del>14</del>	00
length of road	912	15
Extensive patching pavement	1,939	66
Total	\$3,495	81
Campbell-Bath State Highway No. 5224		
Cleaning ditches and culverts	\$1,821	00
Removing slides, 980 yards	643	<b>50</b>

STATE COMMISSIONER OF HIGHWAYS	<b>16</b> 5
Patching pavement, repairing frost boils Scraping shoulders	\$1,277 00 382 <b>4</b> 0
Total	\$4,123 <b>9</b> 0
Jasper-Addison State Highway No. 525 Repairing washouts and restoring shoulders washed	
out by floods	\$1,768 70 1,924 00 341 00
Total	\$4,033 70
Hornell-Arkport State Highway No. 525 Repairing one mile with a 6-inch application of rolled gravel, 690 cubic yards  Extensive patching of pavement preparatory to oiling  Scraping shoulders and cleaning ditches	\$1,175 00 \$62 00 788 00
Total	<b>\$2,825 00</b>
Hornetl-Almond State Highway No. 525 Restoring shoulders which were washed away by flood	\$337 50
by floods	1,167 80 
=	

# Canisteo-Jasper State Highway No. 5348

Village of Canisteo, constructed 2,667 square yards of Amiesite pavement, at a total cost of \$1,870.

### Surface Treatment

Resurfacing	\$13,115 47
Surface treatments	26,518 22
Departmental material, labor and equipment	78,622 54
Patrol	4,591 50
Engineering and supervision	8,985 37
Total	<b>\$131,833</b> 10

#### Suffolk County

In this county there are 100.60 miles of improved State and county highways, of the following types:

- 9.8 miles of gravel.
- 10.3 miles of waterbound macadam.
- 35.47 miles of bituminous macadam, penetration method.
  - 9.62 miles of bituminous macadam, mixing method.
  - 2.14 miles of concrete requiring surface treatment.
- 33.27 miles of first-class concrete.

Of the total mileage indicated above 1.75 miles were reconstructed by contract at a total cost of \$18,047.

- 2.14 miles were placed under contract for resurfacing at a total cost of \$13,886.
- 14.14 miles were given a surface treatment of bituminous material with cover at a total cost of \$16,369.
- 25.63 miles were extensively repaired by the departmental repair gangs at a total cost of \$4,960.
- 97.0 miles were maintained by patrolmen with materials supplied by the department at a total cost of \$12,912.

The following road was reconstructed under repair contract: Road 743, Babylon-Bayshore, 1.75 miles, formerly of waterbound macadam was reconstructed with a first-class concrete pavement at a cost of \$18,047.

The following road was placed under contract for resurfacing: Road 5112, Jericho Turnpike, 2.14 miles, formerly of second-class concrete with a 2½ inch bituminous macadam, penetration method top course, at a cost of \$13,886.

### Surface Treatment

- 4.50 miles were treated with a smoothing coat of 1½ inch stone and heavy applications of asphaltic binder and cover of 2 inch trap rock and local sand and gravel at a cost of \$13,878.
- 9.64 miles were treated with an application of cold tar and local sand at a cost of \$2,491.

On the Patchogue-Moriches road No. 5488 where seven breaks in the cement concrete pavement occurred, due to expansion, 110 square yards of pavement were replaced by a Department repair gang at a cost of \$261.

Summary of Expenditures

$j \cdot i_1 = i_1 \cdot i_2 \cdot i_3 \cdot i_4$	
Reconstruction	\$18,047 00
Resurfacing	13,886 00
Surface treatments	16,369 00
Departmental material, labor and equipment	12,308 00
Patrol	5,825 00
Engineering, supervision and expenses	6,012 00
Total	\$72,447 00

#### TOMPKINS COUNTY

In this county there are 100.81 miles of improved State and county highways, of the following types:

- 81.36 miles of waterbound macadam.
- 17.06 miles of bituminous macadam.
  - 2.39 miles of block pavement.
- 1.06 miles of the above is located within city limits.

Of the total mileage indicated above 1.80 miles were resurfaced or placed under contract, at a total cost of \$7,826.48.

- 47.78 miles were given a surface treatment of bituminous material with cover, at a total cost of \$19,147.59.
- 99.54 miles were extensively repaired by the Departmental repair gangs at a total cost of \$18,248.29.
- 93.97 miles were maintained by patrolmen with material supplied by the Department at a total cost of \$15,305.36.

#### Roads Resurfaced

Catskill Turnpike, Part 3, County Highway No. 483.

1.80 miles of 2½ inch bituminous top course macadam. Of the roads surface treated:

Type of treatmen	t Coqe	er	Mileage
Bit. mat. L. H.	ONo. 1 lin	nestone	0.58
Bit. mat. L. H.	0No. 1 lin	nestone	8.66
Bit. mat. L. H.	0No. 1 lin	aestone	3.95
Bit. mat. L. H.	ONo. 1 sla	<b>φ</b>	3.57
Bit. mat. L. H.	ONo. 1 lin	nestone	
Bit. mat. L. H.	ONo. 1 lin	nestone	
Bit. mat. L. H.	ONo. 1 lin	aestone	$\dots \dots 3.39$
Bit. mat. L. H.	ONo. 1 lin	pestone	1.92
Bit. mat. L. H.	ONo. 1 lin	pestope	
Bit. mat. L. H.	ONo. 1 lin	nestone	6.69
Bit. mat. L. H.	O No. 1 lin	nestone	2.39
Bit. mat. T. C.	ANo. 1 lix	gestone	6 . 29
Bit. mat. T. C.	ANo. 1 lin	nestone	3.04
	Summary of E	•	
Resurfacing			\$7,826 48
Surface treatment	s		19,147 59
Departmental ma	erial, labor and e	quipment	22,507 40
Patrol			5,610 00
Engineering, supe	rvision and expe	nses	5,436 25
Total		- 	\$60,527 72

#### TIOGA COUNTY

In this county there are 52.60 miles of improved State and county highways of the following types:

- 6.00 miles of gravel roads.
- 39.94 miles of waterbound macadam.
  - 3.86 miles of bituminous macadam.
  - 1.83 miles of block pavement.
    - .97 miles of subbase bituminous.

Of the total mileage indicated above 17.17 miles were given a



WASHOUT ON STEUBEN COUNTY HIGHWAY CAUSED BY SUMMER PLOOD. CREEK CHANNEL OCCUPIES LOCATION OF FORMER ROADWAY.

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surface treatment of bituminous material with cover at a total cost of \$9,652.95.

50.97 miles were extensively repaired by the departmental repair gangs at a total cost of \$12,642.01.

50.97 miles after having been repaired were maintained by patrolmen with material supplied by the department at a total cost of \$9.644.78.

#### Roads Surface Treated

Type of treatment	Cover	Mileage
L. H. O	1 size stone	4.01
L. C. O	1 size stone	7.39
L. H. O	1 -size stone	15
L. H. O	1 size stone	9.95
L. H. O	1 size stone	2.69
L. H. O	1 size stone	70
Stantlard Asphaltic		
Road Oil No. 5	.Sand	1.28

# Special Work

Newark Valley-Berkshire County Highway No. 927

Extensive patching and leveling of pavement preparatory to oiling and scraping of shoulders full length of road, 7.39 miles, at a total cost of \$800.

Waverly-Owego, Part 2, State Highway No. 5168

Repairing of guard railing, excavation of frost boils, reconstructing and constructing subbase bottom course and macadam top course, scraping one mile of shoulders and extensive patching and leveling of pavement, at a total cost of \$2,087.32.

# Owego-Binghamton State Highway No. 5215

Building of guard rail, excavating frost boils, reconstructing and constructing subbase bottom course and macadam top course, deepening ditches, scraping shoulders, building one new culvert and head walls on two culverts and paving 700 lineal feet of shoulders, at a total cost of \$2,045.19.

### Waverly-Owego, Part 3, State Highway No. 5257

Built foundation and buttresses for revetment wall, building of dry walls to extent of 250 cubic yards, removing slides and extensive patching and leveling preparatory to oiling, at a total cost of \$2,362.45.

### Swartwood Crossing State Highway No. 5429

Removal of slides, building of dry walls to prevent further sliding of material and extensive patching and leveling preparatory to oiling, at a total cost of \$900.

### Owego-Candor, Part 2, State Highway No. 5471

Replacing 100 lineal feet of pavement, laying of cobble gutter and dry wall, patching and leveling top course preparatory to oiling at a total cost of \$1,026.

## Summary of Expenditures

Sammary of Dapenatiares		
Resurfacing	No	one
Surface treatments	\$9,652	95
Departmental material, labor and equipment	12,697	65
Patrol	4,936	90
Engineering, supervision and expenses	3,375	03
<del>-</del>		
Total	\$30,662	<b>53</b>

#### SULLIVAN COUNTY

In this county there are 60.03 miles of improved State and county highways of the following types:

- 0.29 miles of brick pavement.
- 7.44 miles of hassam concrete.
- 1.56 miles of Topeka (concrete base).
- 42.73 miles of bituminous macadam, pen. method.
  - 8.01 miles of waterbound macadam.

Of the total mileage indicated above 7.61 miles were reconstructed or placed under contract for reconstruction, at a total cost of \$44,930.

- 23.20 miles were given a surface treatment of bituminous material with cover, at a total cost of \$6,770.
- 51.49 miles were extensively repaired by the departmental repair gangs, at a total cost of \$10,900.
- 55.59 miles were maintained by patrolmen with material supplied by the department, at a total cost of \$4,650.

#### Roads Reconstructed

No.	Name	Length	Туре	Cost
700 795	Liberty-Jeffersonville. Pt. 2 Jeffersonville-Kenoza Lake-	5.16	Bit. mac. pen. meth	od. \$30,965 00
	Fosterdale	2.45	Bit. mac. pen. meth	od. 13,965 00
	Roads~Su	rface !	Treated	
Туре	of treatment	Cover		Mileage
L. C.	O	Sand		23,20
	Summary e	of Exp	enditure <b>s</b>	
Reco	onstruction			\$44,930 00
Surf	face treatments			6,770 00
Dep	artmental material, labor	and eq	uipment	10,900 00
Patr	ol		- 	4,650 00
Eng	ineering, supervision and	expens	es	<b>4,</b> 600 00
	Total		  =	\$71,850 00

#### ULSTER COUNTY

In this county there are 154.53 miles of improved State and county highways of the following types:

- 83.38 miles of waterbound macadam.
- 67.81 miles of bituminous macadam, penetration method.
  - 1.91 miles of concrete requiring surface treatments.
  - 1.43 miles of block pavement.

Of the total mileage indicated above 4.33 miles were reconstructed or placed under contract for reconstruction at a total cost of \$9,148.

- 48.54 miles were given a surface treatment or placed under contract for surface treatment of bituminous material with cover at a total cost of \$23,410.
- 47 miles were extensively repaired by the departmental repair gangs, at a total cost of \$12,200.
- 153.35 miles were maintained by patrolmen, with materials supplied by the department, at a total cost of \$24,081.

#### Reconstruction

Road No. 118, Shandaken-Hurley, part 1, 0.83 miles, formerly of waterbound macadam, was placed under reconstruction with field stone foundation course where necessary, and a 3-inch top course of bituminous macadam penetration method, at a cost of \$5,660.

Road No. 38, Saugerties-Woodstock, part 2, 3.00 miles were rebuilt by department forces, using considerable material bought in former years, with a bituminous macadam top course, penetration method, varying from ½ inch to 2½ inches in depth, at a cost of \$2,822.

Road No. 142, Saugerties-Woodstock, part 3, 0.50 miles, formerly Hassam pavement, was resurfaced by department forces, using considerable material bought in former years, with a 2-inch bituminous macadam, penetration method, at a cost of \$666.

# Surface Treatment Completed or Under Contract

37.78 miles of surface treatment of cold application tar and gravel or No. 1 crushed stone cover at a cost of \$17,929.

4.51 miles of surface treatment of light hot oil and No. 1 crushed stone at a cost of \$3,330.

6.25 miles of surface treatment of light cold oil and No. 1 gravel at a cost of \$2,151.

Summary of Expenditures

Passasture stim	<b>\$9,148</b>	ω
Reconstruction		
Surface treatment	23,410	00
Departmental material, labor and equipment	23,446	00
Patrol	12,722	
Engineering, supervision and expenses	4,788	00
-	<del></del>	

#### WARREN COUNTY

\$73,514 00

In this county there are 94.48 miles of improved State and county highways of the following types:

- 0.15 miles of gravel roads.
- 0.70 miles of waterbound macadam.

- 81.84 miles of bituminous macadam, asphalt binder.
- 5.84 miles of bituminous macadam, tar binder.
- 4.58 miles of second class concrete.
- 0.76 miles of brick pavement.
- 0.61 miles of asphalt block.

Of which 0.61 miles are within the corporate limits of cities.

Of the total mileage indicated above none was reconstructed or placed under contract for reconstruction.

- 35.51 miles were given a surface treatment of bituminous material with cover at a total cost of \$16,828.
- 1.48 miles were extensively repaired by departmental repair gangs at a total cost of \$3,465.

93.00 miles were maintained by patrolmen with material supplied by the department at a cost of \$16,917.

The following roads were given a surface treatment:

	Miles	Type of Treatment
417	7.56	L. C. O. and sand cover
418	9.74	L. C. O. and sand cover
656	1.98	L. C. O. and sand cover
5055	1.63	L. H. O. and sand cover
<b>508</b> 8	1.53	L. H. O. and sand cover
<b>515</b> 8	6.50	B. M. T. C. A. and sand
		cover
5185	6.57	B. M. A. Binder and No.
	•	1 and No. 2 stone
		roller

# Special Work

On road 692, at station 138, a dike and dam 150 feet long, 15 feet high and only 14 feet between guard rails, which was approached down a grade by a sharp blind curve, was widened to a 24-foot roadway; new guard railing placed and the bank cut away on the inside of the blind curve to provide a good line of sight. Several accidents had already occurred at this point. The cost of the work was \$1,207.

On this same road (No. 692) 586 lineal feet of 6-inch vitrified tile underdrain were placed along the ditch line and about 3 feet under ground to drain wet pockets and springy ground as noted below at a cost of \$243, including excavation.

On read 417 at station 223 the old dry stone retaining wall on the right began to slide, allowing the road surface to sink. It was rebuilt of dry stone farther from the road which will allow a material improvement in the alignment of the road at this point. The cost of the work was \$245.

On road 418 a dry stone retaining wall 20 feet high on the right from station 72+00 to 72+50 slid out and was rebuilt as cement masonry at a cost of \$708.

At station 184 of this same road a new 2x2 concrete culvert was built to drain wet land above the road and prevent it seeping under the roadbed. The cost was \$207.

On road 5,055, between stations 1 and 2, a new 12-inch concrete pipe culvert with drop inlets and gratings was placed across the road to the left leading to the railroad station at Riverside, to eliminate a constant muddy condition at this point. The cost of the work was \$61.46 in addition to the pipe, which was furnished by the town of Johnsburg.

# Summary of Expenditures

Reconstruction		
Surface treatments	\$16,828	00
Departmental material, labor and equipment	13,623	00
Patrol	6,759	00
Engineering, supervision and expenses	3,262	00
Total	\$40,472	00

#### WASHINGTON COUNTY

In this county there are 82.49 miles of improved State and county highways of the following types:

- 1.31 miles of gravel roads.
- 45.25 miles of waterbound macadam.
- 26.82 miles of bituminous macadam, asphalt binder.
  - 3.98 miles of bituminous macadam, tar binder.
  - 0.63 miles of first class concrete.
  - 4.50 miles of brick pavement.

Of the total mileage indicated above, 5.21 were reconstructed or placed under contract at a cost of \$31,990.68.

26.70 miles were given a surface treatment of bituminous material with cover at a total cost of \$9,029.

- 1.31 miles were extensively repaired by the departmental repair gangs, at a total cost of \$1,031.
- 82.49 miles were maintained by patrolmen with material supplied by the Department, at a total cost of \$16,135.

The following roads were reconstructed or placed under contract:

Road	Name	Length	Type	Cost	
723	Whitehall-Ft.Ann Town Line	4.77	W. B. Mac	\$25,973	10
722	Hebron Town Line-Granville	.44	W. B. Mac	6,017	<b>58</b>
				<b>\$</b> 31 000	

The following roads were given a surface treatment:

#### Road Miles Type of Pavement

- 103 1.31 Patched with No. 1 and No. 2 crushed stone with H. G. R. No. 1, then oiled with L. H. O., and covered with I. O. tailing.
- 803 1.69 Patched with No. 1 and No. 2 crushed stone with H. G. R. No. 1, then oiled with L. H. O. and covered with I. O. tailings.
- 1224 5.55 Patched with No. 2 crushed stone and H. G. R. No. 1, oiled with H. C. T. C. A. covered with sand.
- 5293 6.01 Patched with No. 1 and No. 2 crushed stone and H. G. R. No. 1, ciled with L. H. O. covered with I. O. tailings.
- 5316 2.66 Patched with No. 1 and No. 2 crushed stone, and H. G. R. No. 1, oiled with L. H. O., covered with I. O. tailings.
- 5336 9.48 Patched with No. 1 and No. 2 crushed stone & H. G. R. No. 1, oiled with L. H. O., covered with I. O. tailings.

26.70

### Special Work

On highway 103 a strip 8 to 10 feet wide in the center, for the entire length of 1.31 miles, was covered with a layer of No. 1 and No. 2 stone mixed with H. G. R. No. 1 and later oiled with L. H. O. and covered with I. O tailings. This patching was done by a gang under the supervision of the patrolman. The oiling was done under contract. The cost of the patching, exclusive of the service of the patrolman, was \$1,030.90.

On highway 722 about 2,300 feet of road which had broken up in the early spring, was dug out and a three-course waterbound macadam, averaging 11 inches in thickness, was built; shoulders were widened and ditches graded. This work was done by a gang from Great Meadow Prison at a cost of \$6,017.58.

### Summary of Expenditures

Reconstruction	<b>\$31,990</b> 68
Surface treatment	9,029 00
Departmental material, labor and equipment	11,016 00
Patrol	<b>6,150</b> · <b>0</b> 0
Engineering, supervision and expenses	4,583 00
	62,768 68

#### WAYNE COUNTY

In this county there are 58.61 miles of improved State and county highways of the following types:

- 1.20 miles of gravel road.
- 13.46 miles of waterbound macadam.
- 26.65 miles of bituminous.
  - 9.07 miles of concrete requiring surface treatment.
  - 8.23 miles of Hassam concrete.

Of this mileage, 28.47 miles were put under contract for a treatment of L. H. O. or T. C. A. with No. 1 stone for cover at a total contract cost of \$11,008.44.

- 5.55 miles of shoulder on concrete roads were extensively built up with gravel, together with 15 miles of shoulders reshaped and gutters lowered to proper grade, at a cost of \$1,400.
- 26.65 miles of road were patched and repaired by Departmental repair gangs, at a cost of \$7,324.62.
- 58.61 miles of road were maintained by patrolmen with material supplied by the Department, at a cost of \$1,125.

## Summary of Expenditures

3 - J F	
Surface treatment	\$1.1,008 44
Departmental labor and material	9,849 62
Patrol	4,794 00
Engineering and expenses	3,681 00
<del>-</del>	

#### WESTCHESTER COUNTY

In this county there are 217.84 miles of improved State and county highways, of the following types:

- 80.83 miles of waterbound macadam.
- 90.69 miles of bituminous macadam, penetration method.
- 4.14 miles of bituminous macadam, mixing method.
- 16.39 miles of concrete requiring surface treatments.
  - 1.37 miles of first class concrete.
- 24.42 miles of block pavement.

Of the total mileage indicated above 6.59 miles were reconstructed by contract or Department forces at a total cost of \$61,833.

- 77.22 miles were given a surface treatment of bituminous material with cover at a total cost of \$48,932.
- 47.27 miles were extensively repaired by the Departmental repair gangs, at a total cost of \$9,110:
- 181.12 miles were maintained by patrolmen with material supplied by the Department at a total cost of \$51,520.

### Roads Reconstructed

Road No. 657, Croton River-Peeskill, 5.08 miles formerly of waterbound macadam was reconstructed under contract with a first class concrete pavement at a cost of \$55,060, and 0.22 of a mile was rebuilt by Department forces with a 12-inch field stone foundation and 3-inch waterbound top of old stone at a cost of \$1,237.

Road No. 20, White Plains-Armonk, part 1, 0.28 mile of waterbound macadam was resurfaced by Department forces with a 2-inch local stone waterbound macadam top at a cost of \$942.

Road No. 51, Mt. Kisco-Bedford, 0.09 mile of bituminous macadam, penetration method, was rebuilt by Department forces with a 12-inch field stone foundation, 3-inch broken stone bottom and 3-inch broken stone top course bituminous macadam, penetration method, at a cost of \$907.

Road No. 331, Peekskill-Salem Center, part 3, 0.35 mile of waterbound macadam was rebuilt by Department forces with a 12-inch field stone foundation and 3-inch waterbound top of the old stone at a cost of \$1,904.

Road No. 519 Mt. Kisco-Pleasantville, 0.28 mile of water-bound macadam was resurfaced by Department forces with 2-inch top course of local stone and asphaltic emulsion binder at a cost of \$934.

Road No. 5231, Yonkers-White Plains, 0.29 mile of mixing method gravel was resurfaced by Department forces with a 2-inch top course bound with asphaltic emulsion at a cost of \$1,299.

## Surface Treatment

- 69.69 miles were treated with a cold application of bituminous material and local sand and gravel where available or No. 1 crushed stone at a cost of \$29,117.
- 4.31 miles were treated with a smoothing coat of No. 3 crushed stone and heavy applications of asphaltic binder and cover of No. 2 and No. 1 crushed stone at a cost of \$14,055.
- 3.22 miles were treated with a light application of cold tar and heavy applications of tar binder and No. 2 and No. 1 crushed stone at a cost of \$5,760.

### Special Work

Gangs of convicts from Sing Sing prison were used to advantage on 20.07 miles of road on which they cleaned shoulders and ditches and repaired the road surface at a cost of \$971 exclusive of any charge for the time of the prisoners.

Cancelled Repair Contract No. 847, Road No. 19, Mamaroneck-White Plains, was completed by Department forces at a cost of \$3,555 to be reimbursed from the contract funds.

# Summary of Expenditures

Reconstruction	\$61,833	00
Surface treatment	48,932	00
Departmental material, labor and equipment	44,104	00
Patrol	20,902	00
Engineering, supervision and expenses	14,938	00
-		

\$190,709 00







ILLUSTRATING TYPICAL BROKEN MACADAM ROADWAYS, DUE TO WEAK CONSTRUCTION AND UNSTABLE SUBSOIL. PHOTO TAKEN EARLY IN SPRING AT TIME WHEN FROST HAD JUST LEFT THE GROUND.

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#### WYOMING COUNTY

In this county there are 41.56 miles of improved State and county highways of the following types:

- 3.58 miles of brick.
- 3.52 miles of 2nd class concrete.
- 28.66 miles of Bit. Mac. asphalt binder.
  - 5.80 miles of waterbound macadam.
- 12.45 miles were given a surface treatment of bituminous material with cover, at a total cost of \$3,085.35.
- 23.45 miles were extensively repaired by the Departmental repair gangs at a total cost of \$2,669.40.
- 38.54 miles were maintained by patrolmen with material supplied by the Department at a total cost of \$5,063.53.
- 5.16 miles were covered, two applications, with calcium chloride at a total cost of \$662.73.

In this county a number of important repairs were made by the Department forces and patrol during the season, such as building retaining walls, culverts, stoning shoulders, sub-drains and surface oiling. Much extra work was needed due to the heavy floods early in spring, especially on Roads Nos. 5134 and 5410, where it was necessary to employ several teams, and men three weeks to remove dirt, refuse, etc. from these roads in order to permit travel in safety. The shoulders and ditches on these roads were practically rebuilt.

On Road No. 5400 a retaining wall 200 feet long was built and two culverts repaired.

On Road No. 854, a side culvert was built and shoulders trimmed.

Road No. 894, ditches lowered, shoulders trimmed and stoned.

### Summary of Expenditures

Surface treatment	\$3,085	35
Department material, labor and equipment	4,821	56
Patrol	3,123	00
Engineering, supervision and inspection	1,629	66

Total......\$12,659 57

#### YATES COUNTY

In this county there are 34.75 miles of improved State and county highways, of the following types:

- 10.71 miles of waterbound macadam.
- 21.82 miles of bituminous macadam.
  - 2.22 miles of block pavement.

Of the total mileage indicated above 23.70 miles were given a surface treatment of bituminous material with cover, at a total cost of \$8,768.16.

28.32 miles were extensively repaired by the Departmental repair gangs, at a total cost of \$8,253.71.

28.50 miles were maintained by patrolmen with material supplied by the Department, at a total cost of \$5,522.69.

#### Roads Surface Treated

Type of treatment	Cover Mi	leage
Bit. Mat. L. H. O	1. Limestone	. 5.18
Bit. Mat. L. H. O	1. Limestone	. 5.53
Bit. Mat. L. H. O	1. Limestone	, 5.95
Bit. Mat. L. H. O	1. Limestone	.7.04

# Special Work

# Penn Yan-Halls Corners State Highway No. 5323

Extensive excavation of frost boils and reconstruction of subbase and macadam top course, also extensive patching and levelling of macadam top preparatory to oiling, at a total cost of \$3,840.

# Dundee-Penn Yan State Highway No. 5324

Extensive excavation of frost boils and reconstruction of subbase and macadam top course, also extensive patching and levelling of top rourse macadam preparatory to oiling, at a total cost of \$2,410.

# Summary of Expenditures

Resurfacing	
Surface treatments	\$8,768 16
Departmental material, labor and equipment	9,565 35
Patrol	2,199 00
Engineering, supervision and expenses	2,012 05

Total	22,544	56
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Statistics as to the character and volume of existing traffic upon the system of improved highways are of interest, especially when considered in connection with expenditures for maintenance of the various types of construction. Previous enumerations of the traffic had been made during the seasons of 1909 and 1914 and it was decided to take another census during 1916 with the view of determining the increase of traffic consequent to the extension of the system of improved highways. Counts were made during a period of 11 hours by observers stationed at numerous locations in the several counties, but the complete data obtained being too voluminous and unwieldy for publication it has been condensed into a table of averages by counties, and submitted herewith. For purposes of comparison the results of the enumerations of 1909 and 1914 have been included.

The average values tabulated were arrived at by dividing the aggregate of the various counts within a county by the number of such counts.

## ANNUAL REPORT OF THE

## TRAFFIC STATISTICS FOR YEARS, 1909, 1914 AND 1916

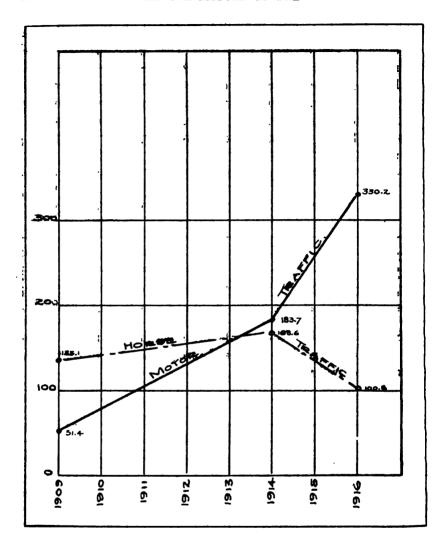
Motor Horse Motor Horse M	otor 316	Horse
	316	l
Albany		88
Allegany	213	101
Broome 24   108   116   178	216	98
Cattaraugus	261	151 127
Cayuga	374 490	185
	332	105
Chemung         42         178         223         169           Chenango         18         194         84         200	130	93
Clinton	445	156
Columbia	397	119
Cortland	231	133 64
Delaware	174	78
Dutchess         60         111         326         218           Erie         40         130         114         100	387 482	124
Erie	356	68
Franklin 9 105 57 96	158	75
Fulton. 34 88 190 128	272	87
Genesee	607	94
Greene	295	73 23
Hamilton 97 42	194	74
Herkimer 90 96 190 111 Jefferson 23 121 131 114	333 266	85
111 100	138	40
Livingston	484	125
Madison	245	93
Monroe	409	109
Montgomery	291	90 82
Nassau	716	112
Niagara	404 349	121
	391	120
Onondaga         24         141         253         228           Ontario         25         115         251         120	314	114
Orange	368	81
Orleans 26 124 378 367	338	169
Oswego	258	143
Otsego	271	110 96
Putnam	457 247	62
	484	131
Rockland         135         187         212         81           St. Lawrence         84         112	160	89
Saratoga. 52 113 296 167	468	110
Schenectady	325	116
Schoharie 99 138	269	158 109
Schuyler	336	108
Seneca. 22 92 209 190	410 214	84
Steuben         37         56         179         261           Suffolk         386         253         279         105	454	93
Suffolk	294	99
Tioga	175	78
Tompkins 19 89 129 170	188	85
Ulster	253	78 58
Warren 81 136 276 101	526	16
Washington	198 281	161
	668	96
170 250	264	107
Wyoming     178       Yates     6       145     229       217	244	93
	0 000	57,43
10001,	8,820 330.2	100 5
Average		

Conspicuous during the season of pleasure touring, were the number of cars of other than New York State registry, which element followed the principal through routes of travel.

In order to determine the extent of such foreign or visiting traffic, at the time of the latest enumeration, observers along the main routes were instructed in their count to differentiate between New York cars and cars of other registry, with the following results:

ROUTE	Number of observa- tions	Average number of cars, N. Y. registry	Average number of cars other than N. Y. registry
Peekskill to Albany. Saratoga to Jay. Albany to Buffalo. Syracuse to Watertown Watertown—Alexandria Bay—Malone. Albany—Binghamton—Hornell.	12 28 7	496 422 604 420 230 242	101 105 121 25 24 44

Summarizing the above, on the principal through routes, domestic cars constitute 85 per cent and foreign cars 15 per cent of the total motor traffic.



COMPARATIVE DIAGRAM SHOWING THE RESULTING AVERAGES OBTAINED BY THE FOREGOING TABLE.

## **ABBREVIATIONS**

(As Used in the Following Cost Data Tables)

" A"	Bituminous material asphaltic binder.
Asp	Asphalt.
Bit	Bituminous.
Bot	Bottom.
C. O	Cold oil.
Cons	Concrete.
Cont	Contract.
<b>D. F</b>	Work done by department forces.
Found	Foundation.
Gals	Gallons.
Gr	Gravel.
H. C. T	High carbon tar.
H. G. R	Headley good roads material.
H. O	Hot oil.
L. H. O	Light hot oil.
L, C. 0	Light cold oil.
Incl	Includes.
Lin. Ft	Lineal feet.
Mæ	Macadam.
Mat	Material.
Mi	Miles.
Mix	Mixing method.
Pave't	Pavement.
Pena	Penetration method.
Recon	Reconstruction.
Sq. Yd	Square yard.
St	Stone.
Sta	Station.

W. B. . . . . Waterbound.

Cost Data for Reconstruction, 1916

Per Arm	Pave-	60 307 0 380 1 795 Foundation 7½ inches.	0.56	0.720	1.051 Pavement includes top course and bit. mat. A. Bottom course, slag and foundation	course not mended in any cost deductions. 389.6 cu. yds. Foundation course cost \$835.0 f 2,103.7 cu. yds. Bottom course slag cost \$3,535.58. Total cost	per sq. yd., including all items, \$1.046.	0.538 S. Y. include extra width paid for by State in Ausable Forks	0.519 village.	oost of material delivered not under this contract which is under this contract which is necessary to determine true	0.37	1.39 Excavation for removal oil pave- ment and digging of under-
COST PER SQUARE YARD		\$272 \$00 \$00 \$00 \$00			73				28		<u> </u>	
<b>1</b>	Earth- work	\$274 1 175 2 796 0 184 5	25 52 25 52 26 53	172 6	261 7		105 98	126 8	143 0	8 8 	42 1	2,068 00
Совт Рвв Мил	Pave- ment	\$2,512 32 2,956 93 14,510 00 4,594 60	3,384	6,757 25	9,899 01		5,010 67	4,482 56	3,627 88	5,775 41	3,533 32	6.023 00
0	Struc- tures	26 13 26 13 1,567 00 63 99	508 153 141 183				\$112 82	163 08	: :	<u>:</u>	:	:
,	pavement upon a postular de la composition della	Sinch W. B. mac. Linch W. B. mac. Linch concrete pavement Linch W. B. mac.	3-inch W. B. mac. 3-inch W. B. mac. pen. 3-inch bit. mac. pen.	3-inch bit. mac. pen.	5-inch top course of		3-inch bit. mac. pen.	method met. A. pen.		2∮-inch bit. mac		3-inch bit. top. 12-inch foundation
F	romer type to pavement	W. B. mac W. B. mac Bit, mac W. B. mac	W. B. mac W. B. mac W. B. mac	W. B. mac	Old mac. 16 teet wide		W. B. mac	W. B. mass	W.B. mac	М. В. пас	W. B. 3-inch bit. top. 6-inch	foundation
5	yards	8,921 54,260 9,960 19,973	32,135 60,468 22,885	11,357	8 8			2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2	27,493	22,361	9.813	
	Miles	8-1-2 8-3-2 8-3-3	2 7 38 2 46	1.21	8.		2.243	8 2	8.3	27.	28.0	
	tract	792 792 974 901	888	812	ŝ		820	3 9	816	ZZ.	D. F.	
,	number	198 366 5,010 367	367 178 281	174	9,137		356	£ 5	615	96 96	5,367	
	COUNTY	Albany	Broome		Cattaraugus		Chemung	Cinton	Columbia		Geneace	

Herkinger	\$\$	830	5 387	5 387 44,245 W.B	W.B	3-iach W. B. & H. C. T. 3,901 85	:	3,901 85	36 40	0 475	0 475   Width 14 feet. 'T Under cost of Devement is included cost of
Jeferson	625	8	3.47	20,336	Bit. mao. pen. method	2-inoh bit. mac. pen.		90			oxcavation for new foundation.
	23	ž	3.21	22,714	Bit. mac. pen. method.	2-inch bit. mac. pen	11 701	9,129	3	0.573	
	238	D.F.	1.8	9,422	W. В. пас	methodBit. mac. pen. method		3,363 88 88	158 88	0.439	Widened from 12 feet to 16 feet
Livingston	867	<b>3</b> 8	1.08	10,232	Bit. mac. penetration	Brick and 2-inch bit, mac.	311 14	5,730 00	181 08	0.61	and then regurfaced. 15 4 4 10.10 mi. brick == 911.5 aq. yd. at \$1.90: 0.90 mi. bit. mac.=
Dutches	233	S	1.7	16 628	W B mac	2 inch hit mae nen					9,321.5 sq. yd. at \$0.48.
		. 8					:	4,596 00	349 00	0.49	Cost based on final estimate.
	3 3	3		30 700	A P	method	:	5,516 00	361 00	0.67	Cost based on final estimate
	\$ 3	<b>8</b> 9	-	99, 786	W.D. Illing	method	:	3,343 00	255 00	0.41	Cost based on final estimate.
	200	.; ``	97.0	2,245	W. B. mac	3-inch foundation course		5,427 00	3,596 00	8	Includes foundation.
	627	:	0.49	1,968	W. B. mac	12-inch foundation course			8		
	748	:	0.33	2,067	W. B. mac	12-inch foundation course,	:		8	2.0	
	5,092	:	0.33	2,000	Bit. mac	3-inch w. b. mac 18-inch foundation course.	:	4,052 00	1,700	3	Includes foundation.
	5, 135		0 11	458		15-inch bit. mac. top.	:	10,694 00	4,040 00	1 76	Includes foundation.
		8	2	10 159	W B mes	2-inch oil emulaion top.	:	6.782 00	2,290 00	1.39	Includes foundation.
	1	3	5	70,10		men mixed aspuare			8	1.3/3+	Restoring shoulders and ma-
											cadam, exc. Pavement in- cludes all other items.
	238	<b>20</b>	3.55	29,170	W. B. mac	3- nch bit. mac. pen	15 85	5,549 14	230 02	.675	Pavement includes scarifying,
											work includes restoring shoul-
											der and excavation structures.
											metal, 12 ft. wide; new road
											data includes bottom course
								-			for which \$1,361.60 was ex-
											pended, 305 cu. yds. bottom course, all used in widening.
											Total cost per sq. yd., including
Franklin	88	3	23	20,795	Bit. mat. pen	2} bit. mac. pen	419 76	3,849 09	444 31	0.468	DOUBLING COURSE, SOLIVE,
_	9,007	D. F.		11,733	Gravel road	Gravel	106 87	813 57		0.138	Most gravel for resurfacing picked up alongside of road.

Cost Data for Reconstruction, 1916 — (Continued)

-		Remarks	Width 12 feet. Under sost of pavement and structures is in- eluded cost of excavation for	these items. Width 16 feet. 3-inch bottom.	Application cal. chloride. 6-inch foundation, concrete. 6-inch foundation, concrete.		Width 14 feet. Under cost of payament and structures is included cost of expayation for	these items. This road was resurfaced with No. 2 stone and H. G. H. mixed for an avenue denth of	1 inch to 24 inches for 675 feet and a propositionately 10 feet wide.  0.3613 Road was reserviewed from stations 76 + 56 to stations 118 + 18 for a width of 14 feet and a feet, of a constituent 118 + 18	inches.  Road was resurfaced for approximately 739 feet, 16 feet width with a 3-inch top and from 9	inches to 12 inches of founds- tion course.	Ginch gravel sub bottom, 3-inch bottom.
	Cost Per Square Yard	Pave- ment	\$0.630	0.72	2.2	0 0 0 25 25 25 25	0 459	0.354	0.3613	0.965	1.06	0.767
unueu		Earth- work	\$283 84	277 46 396 31	1,351,73		395 93	925 00	371 33	430 00	158 00	1,386 00
(Can	Cost Per Mile	Pave- ment	<b>4</b> ,436 52	6,516 13	18, 802 to 18, 53, 53, 53, 53, 53, 53, 53, 53, 53, 53	3,554 36 4,915 81	3, 793 76	3,323 25	2,967 88	9,050 00	9,963 00	00 068'9
v, 1910	ప	Struc- tures	\$386 90	145 50			72 92			:	2 00 1	: :
COST DAIA FOR INECONSTRUCTION, 1910 - (CONTINUED)	Decomptanted from of	pavement	3-inch bit. mac. pen	2-inch bit. mac. pen.	Junen waterbound Brick Brick	Bit, mac Bit, mac Bit mac	3-inch waterbound	H. G. R. mixing method.	Bit. mac. pen. method	Bit. mac. pen. method	Ginoh cupent concrete 14-inch bit. mac. T. binder 2-inch bit. mac. H. G. R.	binder
DATA FOR	Townson bring of	pavement	Waterbound	Waterbound	Waterbound Waterbound	A binder A binder A binder	Waterbound	Waterbound	Waterbound	Bit. mac. pen method	3-inch bit. top 3-inch waterbound 3-inch waterbound	
3	3	yards	16,752	5,992	3.00 3.00 3.00 3.00 3.00 3.00 3.00 3.00	6,577	30,033	750	6,160	1,314	3,200	
		Miles	2.380	0.622	0.67	82.3	3.636	90.0	0.75	0.14	1.0	
	Çob	tract	836	853	8118	0 0 0 0 0 0	#	D. F.	D. F.	D. F.	200 200	
	Paog	number	376	362	388 172 82, 276	20 23 <b>3</b>	101	152	298	5,126	5,106 434 546	
		COUNTY	Fulton	Monroe			Montgomery				Names	

Favement includes B. stone No. 2, B. stone No. 6; scarilying,	No. 2 and No. 3 stone used for the real national rate of the restoring shoulders. Structures include No. 3 stone and under-drains. Persument includes eartfring, top course and his season sand the restoring successful the restoring the restoring the restoring top course and his season successful the season s	Extributed includes earth ex- evation restoring shoulders and rose excevation. Founda- tion course cost \$775.75. Bot- tom course cost \$755.50. Cost per square yard including	all items, \$0.523. Width 16 feet. Under cost of structures is included cost of	Width 16 feet. Under cost of pavement and structures is included cost of excavation for	these items. Included in earthwork were 6 inches of Hassam, Structures	include concrete gutter. 250 cu. yd. sub-base at a cost of		4.5.	pottom of 2-mon bottom stone. Increased cost due to extra foundation course.	9-inch sub-base. 9-inch sub-base.	S-inch sub-base. S-inch sub-base.
109 0	0.544		0.582	0.599	2.11	.4022	0.4741	. 8277 0. 9749 0. 39 0. 85	0.62	98.0	6.0 88.0
250 26	365 98		211 15	332 41	3,060 00	357 09	317 76	168 01 136 80 240 04 894 00	558 588 90	1,312	1,730
9 21   5,663 13	4,230 37		5,462 63	5,681 30	19,561 46	4,057 63	3,924 75	7,764 9,573 7,110 90,77 7,006 90,77	5,095 00		
9 21	278 82		607 29	31 15	3,568 66	:	:	877 00	215 00	: :	
29-inch bit. mac. pen.	2}-inch bit. mac. pen		3-inch bit. mac. pen	21-inch to 3-inch bit. mac.	3}-inch brick 3,568 66 19,561 46	23-inch bit. mat. A., pen.	24-inch bit. mat., A. pen	No. 2 2-inch Amiesite Guelich paving process. 3-inch waterbound 3-inch bit. mac.	24-inch bit. mac.	21-inch bit. mac. H. G. R. top, 21-inch bit. top.	1,478 Bit. mae. H. G. R. top, 2½-inch bit. 2,138 Bit. mae. 22-inch bit. mae.
2.17   20,389   Mac. waterbound   21-inch bit. mac. pen.	Bit, mac		Waterbound	Waterbound	5,562.5 Haesam	Waterbound	Waterbound	Gravel concrete. Bit. mac. Waterbound. Gravel.	Waterbound mac	Bit. mac.	Bit. macBlt. mac
20,350	24,896		19,520	3.802 36,040	5,562.5	20,112	10,430	8,837 2,816 40,100 17,247	6,652 18,808	904	1,478
	.30		2.080	3.802	9.0	2.44	2.3		0.81	0.10	0.18 8. 83
006	7967		848	928	926	968	965	968 D. F. 644 927	934	00 54	D. F.
473	720		7.	139-271	5,365	\$30	1,070		43	412	5.007
Ningara			Oneida		Onondaga			Ontario Orange			

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	Remarks				Contract let in 1914.  Weak portions reinforced by field stone foundation course.	Completing gap caused by over- head crossing; 2 three-ineb courses of macadam.	Completing gap acter orange was built by town of Lawrence. Awarded to Beede Bros. Can-		
COST PER SQUARE YARD	Pave- ment	\$0.57 0.564 0.564 0.594	0.594 0.325 0.807 0.517	0.545	0.660	0.923	0.5207	0.6203 0.6644 0.4594 0.5495	0.40
я	Earth- work	\$331 93 184 48 184 48	366 13 184 78 211 25 210 17	441 17	526 10		94 27	334 37 150 92 553 84 371 40	52 86
Cost Per Mile	Pave- ment	55,249 58 5,285 83 5,285 83 5,588 72	5,588 72 4,489 28 6,626 12 5,097 38 6,53 45	5,171 15	6,425 41 8,230 58	8,655 56	4,276 98	5,073 11 5,454 16 4,340 95 4,587 17	3,276 22
S	Struc- tures		\$393 14 164 65		148 73	:		88	:
,	necessary to the or	3-inch waterbound 3-inch W. B. mac 3-inch W. B. mac 2-inch bit, mac, pen	2-inch W. B. mac. 3-inch W. B. mac. 24-inch bit. mat., "T" pen. 3-inch W. B. mac. 2-inch bit. mac.	Top course, 24-inch bit. mac., pen. tar binder; 2-inch bottom course in some places. Top course, 3-inch bit.	mac., pen. tar binder; bottom course, 4-inch broken stone	Bit. mac., pen	Sit. mac., pen	3-inch bit, mac., pen	bes vy nent
, , , , , , , , , , , , , , , , , , ,	romer type or	Waterbound W. B. mac W. B. mac	W. B. mac. W. B. mac. Concrete W. B. mac. W. B. mac.		Waterbound	Earth	Earth. Waterbound	Waterbound Waterbound Bit. mac., pen. method Waterbound	
	yards	13,700 3,998 4,622 12,800		8,071	700	1,501	320 45,173	20,610 31,111 23,625 5,050	
II ——	Miles	1.46 0.43 0.49	4.56 3.77 1.60 1.73		0.085	0.16	5.30	2.52 3.79 0.605	
Con-	tract	939 869 869 807	807 871 913 913	933 D. F. &	R.C.669 D.F.	D. F.	D. F.	918 841 948	
D. C.	number	392 77 201 536	202 194 195 197	9,000	967	5,308	733	733 732 5,032 521	: :
	COUNTY	Orleans Rensselaer		Rockland	St. Lawrence.				

Cost per S. Y. 2-inch top, \$0.46. Cost per S. Y. concrete base,	\$0.60. 80 cu. yd. sub-base at a cost of			2-inch top, 3-inch bottom where	Heocasary.		Light resurfacing and patching.	Old macadam stone used for top on these roads; no value estimated for stone.
1.06	0.7259	0.589	1.08	0.586	0.316		1.678 0.184 0.345	0.383 0.840 0.542 0.478
528 00	251 31	518 15 157 35	284 158 80 80	217 28 83 22			4,774 66	
9,962 00	0,654 00	4,838 69 5,465 95	3,012 00 10,145 00	4,024 00 4,130 31 4,011 52	2,222 63 2,504 70		8,901 <b>66</b> 1,758 00 3,336 00	4,480 00 6,970 00 4,135 00 4,394 00
:	:		00 6					
0.89 8,356 Waterbound 2-inch bit. mac., concrete	3-inch bit. mat A., pen	23-inch bit. mac.	treatment.	2-inch bit. mac. 2-inch bit. mac. 2-inch bit. mac.	2-inch bit, mac.	W. B. 4-inch top, 2-inch	foundation. 2-inch waterbound top. 2-inch H. G. R. bound top	2-inch H. G. R. bound top. Bit. mac. Bit. mac. Bit. mac.
Waterbound	Bit	Bituminous macadam Bituminous macadam	Bit. mac.	Concrete	Bit. mac. Haesam	W. B. hot oil top	W.B. mac W.B. mac	Bit. concrete
8.356	1,660	8713.4 9231.1	16,427	38,347 12,672 41,660	21,120 4,107	3,585	2,666	3,393 747 2,685 2,025
	0.18	888	1.78	8.1.8 8.8.3	83.	4.0	0.28	0.28
#	D. F.	935	824	813 840	00. F.F.	labor		
95	ž	5.25	743	5,112 483 228	827		519	5,231 51 331 657
Schenectady.	Senece	Steuben	•	Tompkins. Ulster		w senington	Westchester	

COST DATA FOR OILING, SURFACE TREATMENT, 1916

	Remarks	Cost of oil includes	<u> </u>					partment R. C. 781, including asphalt for patching as well as	9 Sife feet width of pave-	0385 16 feet width of pave-	Heen Tool of the Control of the Cont
	Total cost per square yard	<b>3</b> 0.0 <b>3</b>	0.0	0.035	0.039	0.062	0.176		200	0.03	
	Total	<b>\$</b> 371 00	377 00	325 00	319 00	589 00	00 008'1		423 00 665 00 317 30	361 78	436 7162 96 776 776 776 776 776 776 776 776 776
R MILE	Cover	\$114	106 00	78 00	96 96	122 00	00 169		137 169 124 134 135 135 135 135 135 135 135 135 135 135	124 80	24.05.00 25.
Cost Per Mile	Sweep- ing and apply- ing	\$103 00	104 00	100 00	92 00	170 00	483 00		126 126 126 126 126 126 126 126 126 126	12 70	22 22 22 23 24 25 25 25 25 25 25 25 25 25 25 25 25 25
	- io	\$154 00	167 00	147 00	137 00	297 00	626 00		370 90 370 90 55 90	224 38	175 90 158 19 158 19 158 19 159 00 159 00 159 15 159 159 15 159 159 15 159 159 15 159 159 15 159 159 15 159 159 15 159 159 15 159 15 159 15 159 15 159 15 159 15 159 15 159 15 159 15 15
	Tons per mile	2	8	\$	51	69	320		#25 25 25	38.4	888888888888
COVER	Kind	Sand	Sand	Sand	Sand	Screenings	No. 1 and No. 2 stone		Screenings Screenings No. 1 slag	No. 1 slag	Cravel No. 1 trap
	Gallons per square yard	0.264	0.267	0.232	0.263	0.374	0.72		12.00		00000000000000000000000000000000000000
On	Kind	L. H. O	L. H. O	L. H. O	L. H. O	Cold tar	Tar		Cold tar Cold tar Bit mat	T. cold. sppl. Bit. mat. L. H. O.	74777777 = 070790 - 070740 - 0707
	Square	16,477	76,854	11,250	24,730	5,848	5,422		5,577	92	17 009 8.725 9.292 9.292 1.292 1.502 1.2988 1.3988 1.3988 5.819 8.215 1.554
	Miles	1.775	8.279	1.212	3.011	0.630	0.53		0.76	8.20	0.0000000000000000000000000000000000000
	tract num- ber	862	862	862	362	862	22 D. F.		00 F.F.	95	128 D F F F F F F F F F F F F F F F F F F
	Road	1,184	979	193	208	5,499	22		5,499 D. F. 50. Blyd. D. F. 5,481 856	5,502	22 22 22 22 22 22 22 22 22 22 22 22 22
	COUNTY	Albany					_		Allegane		Вгопе

	No.			Ą.	p a	ا ام ند ه	Ą	ķ	ģ.	7 F	<b>₽</b> .	pplied pave- pplied		
	- T			of pave	ment; cover supplied by force account. Cover supplied by	force account; 16 feet width of pavement. feet width of pave	ment. 6 feet width of pave	of pave-	of pave	ment; cover suppued by force account. feet width of pave-	ment. 16 feet width of pave	ment; cover supplied by force account. feet width of pave- ment; cover supplied	count.	
	dance of ros 5,137 include			feet width of	ove supi	force account width of participation of feet width	width	ment. 6 feet width	ment. 16 feet width of	ment; cover supply force account.	width	ment; cover supply force account feet width of pment; cover supply ment;	force accoun	
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0.0088 0.038 0.0418 0.0418	0524	0.0537	288	252	<u> </u>	98	0.043	0.036	8	18	.073	620	858	8288
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<b>3528</b> 5	8		388		29	8	8	\$	31	8	<b>\$</b>	8	825	<u> </u>
58283	131	222	522	35	33	187	9	8	33.	326	287	79	282	258 B
58858 58285			388		01 92	36 90	33 00	25 20	23	42 00	87 60	32 04	823	**************************************
321 79 157 24 192 75 152 75 167 18	_		1881 1881 1881		214 81	397 89	213 21	212 41	138 33	338 31	310 12	116 52		43488 43488 88888
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00000 323 <u>8</u> 2	0.2613	888	888	888	0.247	0.461	0.246	0.241	0.16	0.396	0.359	0.191	0.00 888.00	8.8.8.4
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52888	\$	\$2	23.012 24.012 24.012	200	64,486.4 L. H. O	9,949.9 L. H. O.	10.8	7,040.0 L. H. O.	,560.5 L. H. O.	7.8	,345.1 L. H.	913.0 L.	825	<b>58858</b>
22222	<b>3</b>		368	2,321	<b>2</b> .	6.6	67,010.8 L. H. O.	7,0	23.5	17,177.6 L. H. O	51,3	8,0	222	0.448
1.88.44 48.80 4.00 4.00	9.09	5.31	* 00 m	5.3	88.	1.08	7.14	0.75	2.51	28.	5.47	<b>8</b>	888	13.84
000 5.5.5.28	8	33	177	\$12	872	872	873	872	872	872	872	873	F.F.F	. F. F. 88
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Cattaraugus.	_	Cayuga		Chemung									Chenango.	

Norg. - D. F. means department forces.

COST DATA FOR OILING, SURFACE TREATMENT, 1916 — (Continued)

	Remarks	Cover left at quarry aits and bought for 35 cents per yard.	<u> </u>	State.  State.  Scorer furnished by	ste. r furnished by	Cover furnished by	Cover furnished by	Cover furnished by contractor.
	Total cost per square yard	0.0418 0.0480 0.0440 0.0480 0.0488 0.0418 0.0418 0.0418	0.033 0.040 0.043 0.043 0.048 0.049 0.049	0.0496 Cove	0.0332 Cove	0.0416 Cove	0.0419 Cove	0.0438 Cove
	Total	423 421 82 421 82 421 82 327 86 327 86 337 56 337 36 337 36 34 34 34 34 34 34 34 34 34 34 34 34 34	308 06 372 78 315 34 348 54 320 57 305 36 300 70 310 19		8	397 00	291 00	296 00
R MILE	Cover	90 00 00 00 00 00 00 00 00 00 00 00 00 0	137 128 120 120 120 120 120 120 120 120 120 120			161 00	82 00	102 00
Coer Pan Mila	Sweep- ing and apply- ing	22888888 211128888884 12488888884 12488888888	88 22 28 28 28 28 28 28 28 28 28 28 28 2			32 90	8	23 00
	iö	20 20 20 20 20 20 20 20 20 20 20 20 20 2	153 39 170 15 200 22 200 22 141 39 1141 33	207	204 00	204	179 00	171 00
	Tons per mile	50 52 52 52 52 52 52 52 52 52 52 52 52 52	88 867 86008008 87777711	71 T.		T	51 T.	57 T.
Cover	Kind	O. salings O. talings D. talings	No 1 stone Chavel Gravel	No. 1 stone	No. 1 stone	No. 1 stone	No. 1 stone	No. 1 stone
	Gallons per square yard	0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	0.000000000000000000000000000000000000	2. 2.	0.23	0.23	0.28	0.26
Oir	Kind	Bit.mat. T. L. H. O. L. H. O. Bit.mat. T. Bit.mat. T. L. H. O. Bit.mat. T. Bit.mat. T. Bit.mat. T. Bit.mat. T. Tar. C. A.	11111111111111111111111111111111111111	iei		T. C. A	T. C. A	25,026 T. C. A
	Square	55, 387 7, 689 31, 981 31, 981 43, 985 44, 677 85, 387 44, 677 86, 289 87, 007	37,922 27,972 101,939 28,044 55,368 27,280 32,400 8,594	5,049	18,773	27,409	6,407	25.025
	Miles	4004884468404 48848484468	44.000.04.44.41.4 288311.8888		2.00	2.87	0.91	3.64
	per rad	D. Y. 9988	888888	. 928	828	828	828	828
	Road	822 5.131 1.31 5.102 5.102 822 828 828 828 828 838 838 D.	5,103-04 1,230 827 1,230 827 11,113 D.F. 5,004 D.F.	\$ 88 88	215	378	379	98
	COUNTY	Clinton	Columbia	Cortisna				

Cover furnished by contractor. Cover furnished by State. Cover furnished by State. Cover furnished by contractor. Cover furnished by contractor. Cover furnished by contractor. Cover furnished by State. Cover furnished by State. State.	
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8 8 8 8 8 8 8 8 233 8 8888888888	
357 368 368 368 368 368 368 368 368 368 368	228 264 264 264 274 371 371 368 368 371 371 371 371 371 371 371 371 371 371
8 8 8 8 8 8 8 8 8 8 8 8 8 8 8 8 8 8 8 8	
157 103 103 113 113 113 113 113 113 113 113	11. 22. 45 52 98 88 11. 22. 45 52 98 98 11. 32. 45 52 52 52 52 52 52 52 52 52 52 52 52 52
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29, 286 38, 362 11, 400 14, 540 43, 120 42, 176 43, 120 42, 176 43, 140 43, 140 44, 14	27,429 23,832 23,832 27,335 18,773 18,890 8,213 8,213 7,039 7,039
6 1 4 5 6 6 7 7 7 7 8 8 8 7 8 8 8 8 8 8 8 8 8 8	
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550 560 560 560 560 560 560 560	552 563 613 627 627 709 712 748 748 741 1,006

Norg. — D. F. means department force.

COST DATA FOR OILING ,SURFACE TREATMENT, 1916 — (Continued)

					0110		Cover			Coer PER MILE	R Mile			
COUNTY	Road	Con- num- ber	Miles	Square	Kind	Gallons per square yard	Kind	Tons per mile	iö	Sweep- ing and apply- ing	Cover	Total	Total cost per square yard	Remarks
Dutchess Ct.	5,092 5,095 5,130 5,135	5000 5555	l l	11,263 7,039 8,213 41,065	HHHH	2,2,2,2	inch crushed stone inch trap inch milicious dolomite	2383 HHHH		25 25 00 25 00	22228	256 00 256 00 262 00		
Erie	5,154 272 245 245	ರರರ ಸರ್ಸ		212 888	E HH.	822	inch trap. Screenings Screenings	8228 F		844 822	<del>Z</del> 888	362 18 362 18 362 18		
Lonex	252 869 1,017 5,180	8888		50.58 50.68 50.68	انانانان		Ore tailings Ore tailings Ore tailings App. sand	\$48 <b>%</b>		8 2 2 3 3 8 2 2 3 8 8 2 2 3 8	12 23 23 23 23 25 25 25 25 25 25 25 25 25 25 25 25 25	228 228 228 238 238 238 238 238 238 238		
	5,239 5,311 744	3888		58,578 14,761 31,000	いばばれ		App. Sand. App. sand. App. sand. Ore tailings.	274 2		28 62 82 28 63 82 28 63 82 28 63 83 28	\$25	2832 2832 2832 2832		
Franklin	6. 20. 20. 20. 20. 20. 20. 20. 20. 20. 20	<b>3</b> 6668	20.00 20.00		4444 00000 4444	888888	App. sand Iron ore tailings Sand and screenings Sand and screenings	2.22.23	25.25.25.25.25.25.25.25.25.25.25.25.25.2	8638 8588	<b>9</b> 5	313 71 398 33 292 18 317 81	0.0382 0.0357 0.0386	
	285 285 285 285 285 285 285 285 285 285	0.0 8		23,302 4,107 4,666		8.88	Iron ore tailings. No. 1 and 2 stone.	3822		2.2.2.2.2.2.2.2.2.2.2.2.2.2.2.2.2.2.2.	122 556 472 588 588 588	369 1,351 25 25 25 25 25 25 25 25 25 25 25 25 25		Oil, No. 2 stone and maintenance ma-
	9,007	D. F.	7.00	41,066	L. C. 0	0.487	Send		270 24	26 00	45 83	342 17	0.058	
Greene	88888 8888 798			42.612 28.654 31.818 57.536	11.1.1.1.1.1.1.1.1.1.1.1.1.1.1.1.1.1.1	2822	Limestone screenings. Gravel. Gravel.	83 25.0.0 7.4.1.1	111 104 210 220 230 230 230	2888 2588	24 24 25 25 25 25 25 25 25 25 25 25 25 25 25	203 52 188 38 347 91 347 33	0.022	Bide Of FORG.
Hamilton	5,491 5,166 5,189		r0 60 00	285 288 288		000	Gravel. No. 1 stone. Screenings.						000	

	Major portion of R. C. 886 was in Oneida Co. A small portion of Rd. 5,405 in Herimer and Oversell 1985	First appl. No. 1 stone,	cover along	road.  Hot oil top was removed before surface was treated. This road is also in Lewis		Iot oil top was re- moved before sur- face was treated. This road is in Jefferson county.
	Major Po	First app	Gravel	road.  Hot oil top vas treated.  road is also i		
0.131		0.062	0.0400 0.0940 0.0364 0.0398	0.062	0.002	0.062
1,077 24	343 11	332	33353 33253 82253	583 66	28 28 28 28 27 27 28 28 28 28 28 28 28 28 28 28 28 28 28	
557 04	88 80	181 182 183 183 183	35133 3513 3513 3513 3513 3513 3513 351	137 70	122	
2	10 00	117 37 38 85 37 74	8898 8899 8899	178 16	88 128 128 128 128 128 128 128 128 128 1	178 16
495 56	230 61	221 205 221 231 252 335 335	200 173 273 273 273 273	267 80	1166 88 88 88 88 88 88 88 88 88 88 88 88 8	
112.8 T.	56.43 T. Approx.	822 F.	2323	8.8	28 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2	9.
No. 1 stone		No. 1 stone I. O. T. No. 1 stone and I. O. T.	I. O. T. I. O. T. Gravel	I.O.T.	1. 0. T   1. 0	1.0.7
9.0	0.256 Approx.	0.246	2882	0.259	0.024 0.024	0.250
44,831 Bit. mat. A	Tarvia B	L.C.T.L.H.O.	11.C.A 1.C.A 1.C.O.A	L. C. O.	2	L. C. O
188,1	942	38,744 21,067 31,681	43.652 44.016 47.318	63,027	23.62 2.63.18 2.63.18 2.64.18 2.65.18	68,027
5.458	0 10	2.98 4.19	28.4.6 29.65	6.71	4	6.71
810	288		8888	633	H8489768848484848484448	832
\$	5,465	5,466 182 236	814 1,148 5,005 6,427	5,332	00000000000000000000000000000000000000	
Herkiner		Jefferson			Lewis	

· Cover furnished by the State and applied by the contractor.

Norz. - D F. means department forces.

COST DATA FOR OILING, SURFACE TREATMENT, 1916 — (Continued)

			i <b>d</b>
	Remarks		First application. Second application.
E	Total equare yard	\$0.0388 0.03634 0.03717 0.0348 0.0246 0.0247 0.0246 0.0248 0.0248 0.017	0.000 0.000
	Total	225 226 226 226 226 226 226 226 226 226	250 49 250 49 250 49 250 49 250 49 250 49 250 49 250 49 250 49
Mir.	Cover	1116 54 1116 54 1110 514 1110	21
Cost Pas Mila	Sweep- ing and apply- ing	\$4222330133433 \$422335555 \$422335 \$42335 \$42335 \$42335 \$42335 \$42335 \$425 \$425 \$425 \$425 \$425 \$425 \$425 \$42	28828282888 2998622323888
	ig	252722222 2522222222 252222222222222222	188 689 88 181 88 88 88 182 88 88 88 88 182 88 88 88 88 88 88 88 88 88 88 88 88 8
	Tons per mile	25 25 25 25 25 25 25 25 25 25 25 25 25 2	22 8888 31. \$800002\$88\$88 5. \$400004\$6 \$6.58
Cover	Kind	1. 0. T 1.	No. 1 stone Limestone excenings. Limestone excenings. Limestone gravel. Seremed gravel. Seremed gravel. Seremed gravel. No. 1 slag and shag exgr. Seremed gravel. No. 1 slag and serement gravel. Seremed gravel.
	Gallons per square yard	0.25 0.25 0.25 0.18 0.18 0.18 0.25 0.25 0.25	o 000000000000000000000000000000000000
то .	Kind	88888888888888888888888888888888888888	11, 468 144 15, 468 15, 468 16, 66, 67 17, 688 188 188 188 188 188 188 188 188 188
	Square yards	24,432 23,705 23,705 24,570 24,570 24,596 67,237 86,484 22,686 9,381 20,381	277,468 6,130 6,130 6,130 6,130 8,523 6,730 6,130 8,600 8,400 8,400 8,400 8,700
	Miles	148888881.1488888881.148888881.148888881.14888881.1488881.1488881.1488881.1488881.1488881.1488881.1488881.1488881.14888881.14888881.148888881.148888881.148888881.148888881.148888881.1488888888	33 77.07.1 7.07.0 7.07.
	ract part to be a feet of the contract of the	859 850 850 874 874 874 874 874 874 874 874 874 874	
	Road	888 888 888 888 888 888 888 888 888 88	6 8 8 8 9 9 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1
	COUNTY	Lewis	Madison

•	Montgomery	NaggauN	Nizgara	Oneida
25.74.7 2.52.2 2	8 8 8 8 8 8 8 8 8 8 8 8 8 8 8 8 8 8 8	270 270 434 435	844444 84446 84444 84446 84444 8444 84444 84444 84444 84444 84444 84444 84444 84444 84444 84444 84446 84444 84444 84444 84444 84444 84444 84444 84444 84444 84444 84446 84444 84446 84444 84446	5.55.55.55.55.55.55.55.55.55.55.55.55.5
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00000004000000000000000000000000000000	16.47		14.85.828.93 14.85.828.93	53.93
56 500 56 166 56 166 56 166 56 166 57 166	141,2]	55.85 8.82.83	25,735 26,485 22,153 22,153 17,177	
<b>:::::::::::::::::::::::::::::::::::::</b>	141,210 Tarvia B	38.77.	818888888 111111111 0000000000000000000	484, 175 Tarvia B
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Screened gravel Screened gravel Screened gravel Screened gravel No. 1 slag, slag No. 1 slag, slag Slag screenings	stone se	4 6 6 6 6 6 6 6 6 6 6 6 6 6 6 6 6 6 6 6	tone	No. 1 stone
7e 7e 7e 7e 7e 7e 7e 7e 7e 7e 7e 7e 7e 7	No. 1 stone scr., sand.	To mar	15111	
	<del></del>	Senk.	a park	:
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			-1-10 to to to m m m	

COST DATA FOR OILING, SURFACE TREATMENT, 1916 — (Continued)

					0 <b>u</b>		COVER			Cost Per Mile	R Mr.			
COUNTY	Road	per tract	Miles	Square	Kind	Gallons per square yard	Kind	Tons per mile	ਫ਼	Sweep- ing and apply- ing	Cover	Total	Total cost per square yard	Remarks
Ontario	205 204	878 878	2.37	16,668 L. H. C	L. H. O.	0.17	No. 1 alag. Screened gravel	25 26 29 26	\$119 50	<b>3</b> 0 11 <b>3</b>	\$72 80	16 80G	\$0.0280	
	205	878	3.45	24,295	24,295 L. H. O.	0.17	Screened gravel	28.Y					0.0260	
	335	878	5.20	36,501	36,501 L. H. O	0.17	Screened gravel	20°.					0.0280	
	28	878	1.00	7,181	7,181 L. H. O.	0.17	Screened gravel	20 X		8 =	58 14	188 49	0.0268	
	639	878	28	58,678	,678 L. H. O	0.17	No. 1 slag. Serected grovel	28.75 T.	11.0 14.0 18.0 18.0 18.0 18.0 18.0 18.0 18.0 18	28 88	8 8 8 8	25.28 25.28 28.28	0.0284	
	5.307	82.8	8	10.231	0.231 L. H. O		Screened gravel	, C	140 12	12 95	92 89	221 83	0.0268	
	5.437	92	3 72	34			Screened gravel	o g	161 04	14 87	<b>49</b> 94	224 96	0.0237	
		,	: :				or conor by star	S.	159 58				0.0268	
	<b>2</b> 3		3.72	26.378	L.C.	នន	Screened gravel.	\$ C. ₹.	38	38 88	88		888	
j	662	O F.	85	44,571	I.O.T	88	Screened gravel.	40 C. Y.	8				0.01	
	18	2	8	8	000	38			88	38			0.02	
	153	2 2	8.19	18. 18. 18. 18. 18. 18. 18. 18. 18. 18.	000	88			88	88	:		200	
	2	8	8	36.962		0.25			118	8			0.00	
	157	2 2	2.5 2.5	828	000	88			88	38	:		88	
	159	88	9.7	20,475		88			8118	88			200	
	416	<b>8</b>	88	42.0	000	18	Gravel	75 C. Y.	88		<b>.</b> 8		000	
	1 2 2 3 3 3 3 3 3 3		38	22.	4,224 T. C. A	88	Stone	.T.	22	88	191	8£ 88	0.00	
	3.5		88	3.4 2.6 3.6 3.6 3.6 3.6 3.6 3.6 3.6 3.6 3.6 3	T.C.A	88	Stone	T 02	88		243 00		750	
	=	D. F.	8	4.603	Ghutria	0.15		•	8 8		3 :		0.027	

	Cover furnished by department. Cover furnished by department	Major portion of R. C. 885 was in Obedies county. A small portion of Rd. 5465 in Herkinger and Oteago count's.
0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	0.050 0.046 0.051 0.050 0.050 0.050 0.050 0.050	0.004 0.037 0.038 0.038 0.044 0.0530 0.0530 0.0530 0.0530 0.0530
8148884448884848 86888888888888888888888		
22 22 22 22 22 22 22 22 22 22 22 22 22		
######################################		
25.25.25.25.25.25.25.25.25.25.25.25.25.2		
260 200 200 200 200 200 200 200 200 200	<b>2</b> 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2	
Stone Gravel Gravel Stone Stone Stone Stone Washed gravel -inch innection Linnection screenings Linnection screenings Linnection screenings No. I stone	No. I stone No. I stone Sand Sand Sand No. I ime Sand Sand I ime Sand I ime I O. T.	I. O. T. No. 1 stone Sand Local gravel Local gravel Local gravel Local gravel Local gravel No. 1 stone Gravel Gravel
2888 <b>8888888</b> 8888	8 8 8 8 8 8 8 8 8 8 8 8 8 8 8 8 8 8 8 8	2000 2000 2000 2000 2000 2000 2000 200
2.5.5.4.8.8.8.8.8.8.8.5.7.5.4.8.8.8.8.8.8.8.8.8.8.8.8.8.8.8.8.8.8	9, 199, T. C. A. 10, 53, 7, C. A. 11, 58, 58, 58, 58, 58, 58, 58, 58, 58, 58	28 28 28 28 28 28 28 28 28 28 28 28 28 2
	21 - 0.20 2 8 1 2 1 2 2 2 2 3 2 3 3 3 3 3 3 3 3 3 3 3	22 288888288122 2888888288122
2000 2000		25.5 25.5 25.5 25.5 25.5 25.5 25.5 25.5
Orleans	Otergo	Putnam

NOTE.— D. F. means department forces. \* Approximately.

COST DATA FOR OILING, SURFACE TREATMENT, 1916 — (Continued)

	Remarks	Cover taken from maintenance piles.	intenanco pules.
	Total cost per square yard	0.045 0.045 0.028 0.028 0.028 0.048 0.048 0.0418 0.	0.0378 0.038 0.061 0.074
	Total	25 25 25 25 25 25 25 25 25 25 25 25 25 2	312 80 312 58 536 08 523 15
Coer Per Mine	Cover	### 1999	88 28 28 28 28 24 24 24 24 24 24 24 24 24 24 24 24 24
Coer Pr	Sweep- ing and apply- ing	28	23 09 215 02 372 70
	5	28.2	191 04 195.07 126 62
	Tons per mile	8 8 88 88 88 88 88 88 88 88 88 88 88 88	2325
COVER	Kind	No. 1 stone Gravel Gravel Gravel Gravel Gravel No. 1 stone Limestone exreenings Limestone exreenings Limestone of T LO. T Sand LO. T	I. O. T. I. O. T. No. 1 stone No. 1 and No. 2 stone.
	Gallons per square yard	2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2	0.256 0.250 0.177
Оп	Kind	25. 26. 26. 26. 26. 26. 26. 26. 26. 26. 26	T. C. A. L. C. O. H. O. & C. O. H. O. & A. B.
	Square	4,767 3,337 16,705 16,705 16,705 17,7	156,588 49,204 11,244 7,040
	Miles	### ##################################	18.91 1.29 1.00
	ract part	WW-4844678608458	7 7 7 7 7 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1
	Road	2. 1. 1. 1. 1. 1. 1. 1. 1. 1. 1. 1. 1. 1.	5,283 5,287 734
	COUNTY	Ren welaer  Rockland	

Saratoga	74	98	80.7	33,346 L. C. 0	0.20	Sand	39.2 CY.	88 74	88	31 36	208 18	0.0254 Cover	Cover furnished	à
	818	88	<b>6</b> .23	51,087 L. C. O	0.214	Sand	34.1 CY.	<b>8</b>	<b>94</b>	27 28	211 32	0.0257	0.0257 Cover furnished	ру
	5,062	200	283	77,503 L. C. O	0.20	Sand	47.1 CY.	98 13	<b>88</b>	37 68	232 63	0.0249	0249 Cover furnished	by
	5,230	\$	7.52	63,573 L. H. O	<b>7</b> .0	Gravel	85.2 T.	125 12	104 37	186 98	425 45	0.0503	0.0503 Cover furnished	þ
	5,281	98	1.7	16,617 L. H. O	0.21	Sand	36.9 CY.	122 76	88	29 22	251 13	0.0269	0269 Cover furnished	þ,
	370	1,000	<b>3</b> .	38,033 B. M. T. C. A	0.228	Sand	36.2 CY.	116 13	82 06	45 76	243 96	0.0297	.0297 Cover furnished	ķ
	442	1,000	6.14	18,000 B. M. T. C. A	0.208	I. O. T.	17.5 CY.	37 92	39 57	10 50	88 01	0.03	Cover furnished	þ
	25	1,000	1.11	10,462 B. M. T. C. A	0.215	Sand	36.9 CY.	125 94	89 68	47 97	263 54	0.0277	O	á.
	610	1,000	5.68	53,333 B. M. T. C. A	0.220	Sand	35.9 CY.	128 42	88	46 67	268 12	0.0285	0.0285 Cover furnished	þ
Schenectady	388	867 867	1.6	13,490 Cold tar 41,062 Cold tar		I. O. T. I. O. T						0.0403	contractor.	
Schoberie	25.1.2 28.2.2 2.4.2.2 2.4.2.2.2	887 7887	2.1.2 2.2.3	19, 238 Cold tar. 12, 887 Cold tar. 59, 478 L. O.	988	I. O. T.	228 T.T.F	825 885 885 885 885	882 883	225 888	888 888 888 888 888 888 888 888 888 88	0.0370		
Schuyler	5,458		8.2	83,825 L. C. T. 39,094 Bit. mat., L. H. O.		Sand No. 1 stone						0.048	14 to 16 feet width of	5
	1,005	855	6.55	53,795 Bit. mst., L. H. O.	0.193	No. 1 stone	47.49	149 35	21 98	118 72	290 06	0.036	pavement. 14 feet width of pave-	ę
	1,128	858	20.	8,541 Bit. mat., L. H. O.	0.241	No. 1 stone	62.50	182 84	26 48	156 25	365 57	0.045	14 feet width of pave-	ę
	1,190	858	1.11	7,814 Bit. mat., L. H. O.	0.269	No. 1 stone	90.60	169 50	25 91	151 50	346 91	0.049	ment. 12 feet width of pave-	ę
	1,233	855	0.48	1,971 Bit. mat., L. H. O.	0.203	No. 1 stone	62.75	70 51	26 56	156 87	253 94	0.062	7 feet width of pave-	Ŷ
	5,047	855	2.	15,393 Bit. mat., L. H. O.	0.353	No. 1 stone	63.41	298 63	26 75	158 52	483 90	0.051	16 feet width of pave-	ę
-	5,160	358	1.24	11,639 Bit. mat., L. H. O.	0.344	No. 1 stone	84.68	289 75	33 13	211 70	534 58	0.057	nent. 16 feet width of pave-	ę
	5,208	258	1.71	7,022 Bit. mat., L. H. O.	0.178	No. 1 stone	20.47	67 63	13 87	51 17	132 67	0.032	ment. 16 feet width of pave- ment. (Cover sup- plied by force ac-	6 4 4
	5,295	858	3.86	37,075 Bit. mat., L. H. O.	0.208	No. 1 stone	89.76	175 66	% &	224 40	434 69	0.046	count.) 16 feet width of pave-	į į
	5,335	885	9.6	6, 101 Bit. mat., L. H.O.	0.337	No. 1 stone	64.46	285 81	27 07	161 15	474 03	0.051	16 feet width of pave-	ę
Norg D. F. mesus	F. means d	department forces	nt forces.		•	_	<b>.</b>	-	-	-	-		ment.	

Norm.— D. F. means department forces.  $^{\circ}$  Cover furnished by the State and applied by the contractor, purchased last year.

COST DATA FOR OILING, SURFACE TREATMENT, 1916 — (Continued)

					ę		Cover			Coer Pan Mila	в Мп.в		E	
COUNTY	Road	d i i	Miles	Square	Kind	Gallons per square yard	· Kind	Tons per mile	5	Sweep- ing and apply- ing	Cover	Total	1 otal cost per square yard	Remarks
Steuben	906	8	3.90	32,032	,032 L. H. O	0.19	No. 1 slag	81.7	\$168 91	\$18 17	\$224 67	<b>54</b> 11 75	\$0.051	14 feet width of pave-
	1,000A	988	98.9	57,082	57,082 Bit. mat., T. C. A.	0.33	Sand	59.6	339 77	27 88	75 90	443 56	0.054	14 feet width of pave-
	1,200	988	3.38	25,726	25,726 T. C. A.	<b>7</b> 7.0	No. 1 slag	64.6	186 38	16 46	177 65	380 49	0.050	10 to 14 feet width of
	1,292	988	3.42	28,090	28,090 T. C. A	0.29	No. 1 slag	47.4	240 29	14 74	130 35	385 38	0.046	14 feet width of pave-
	5,253C	88	4.37	35,892	35,892 L. H. O	0.22	No. 1 slag.	69.1	188 88	16 91	190 08	395 78	0.048	14 feet width of pave-
	5,253D	88	3.89	36,514	,514 L. H. O	0.22	No. 1 slag.	75.7	228 72	17 57	208 17	454 46	0.048	ment. 16 feet width of pave-
	5,254	988	2.82	27,409	27,400 L. H. O.	0.36	No. 1 slag	74.8	343 14	17 48	205 70	566 32	0.060	ment. 16 feet width of pave-
	5,255	988	38.	36,139	36,139 L. H. O	0.22	No. 1 slag	79.6	212 72	17 96	218 90	449 56	0.048	16 feet width of pave-
Suffolk	1,018	938	4.5	42,240	240 "A" binder	1.13	No. 2 stone, No. 1 gravel and sand 13-	159.7 T. 100 C.Y.	957 00	469 00	1,657 00 3,	3,083 00	0.32	Heavy surface treat. Approximate depth
Sulivan	25.00 20.00	0000 888 888 888 888 888 888 888 888 88	80.89.48.89.89.89.89.89.89.89.89.89.89.89.89.89	18,749 18,749 18,326 21,346 10,915 27,430	1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1	9278888	Sand Sand Sand Sand Sand Sand Sand Sand		115 155 156 156 168 168 168 168 168 168 168 168 168 16	28882222 28882222	22222222 22222222222222222222222222222	22 22 23 24 20 20 20 20 20 20 20 20 20 20 20 20 20	00000000000000000000000000000000000000	enganari K.
Tiogs	5,322 845		≠ ∞ <del>≠</del>	31.8 34.8 34.8	440 L.C.0 836 L.H. 0	3,3,8	Sand Sand No. 1 stone						0.00	14 feet width of pave-
	927	38	7.39	60.697	L. C. O.	0.166	No. 1 stone.	25.9 T.	126 06	22 43	56 98	206 47	0.0220	ment.  14 feet width of pave- ment. Cover sup- plied by force acct.
							,							

0.0452 16 feet width of pave- ment. Cover sup- plied by faree sect.	0.0484 16 feet width of pave-	0.0420 16 feet width of pave- ment. Cover sup-	0.1085 16 feet width of pave- ment. Cover sup-	0.0188 16 feet width of pave-	12	<u>*</u>	16 feet width of pave-	16 feet width of pave-	plied by	2	7	cover furnished by force sect.	_	9	<u>.</u>	14 feet wid		ment. 14 feet width of pave- ment.
0.0452	0.0484	0.0420	0.1085	0.0188	0.049	0.043	0.038	0.032	0.037	0.036	0.069	,	<b>9</b> 5	0.040	0.047	0.063	0.049	970.0
424 93	454 39	394 48	72 686	177 19	344 00	356 00	359 00	399 00	302 00	338 00	478 00	-	3	429 00	438 00	435 00	457 00	380 00
171 83	160 74	137 26	364 86		02 611	02 611	151 20	101 00	105 00	113 40	147 55		54 8	130 20	174 30	115 00	163 80	130 20
41 97	29 15	20 30	8	_ <u>;</u>	SS SS	88	28	38 52	21 72	23 92	28 82		7.2 1.7	25 32	31 62	50 52	30 12	25 32
211 13	264 50	227 84	62 73	<u>:</u>	200 48	212 48	179 48	159 48	175 28	201 68	270 63		23	303 48	232 08	269 48	263 08	224 18
. T. 9.99	68.4 T.	57.1 T.	149.45 T.		22	22	7.5	23	33	22	29		2	62	88	ĸ	82	62
No. 1 stone	No. 1 stone	No. 1 stone	No. 1 and No. 2 stone 149.45 T.		No. 1 limestone	No. 1 limestone	No. 1 limestone	No. 1 slag.	No. 1 limestone	No. 1 limestone	No. 1 limestone		No. 1 limestone					
0 25	0.30	0.26	8.6	0.268	0.31	0.28	0.21	0.19	8.0	0.23	98.0		0.28	0.35	0.27	0.36	0.26	0.30
1,408 L. H. O	93,397 L. H. O.	25,250 L. H. O	6,571 L. H. O	12,015 Asphalt, road oil	4,083 L. H. O.	71,124 L. H. O	37,079 L. H. O	33,512 L. H. O	6,899 L. H. O	12,860 L. H. O	27,842 L. H. O.	i	15,769 L. H. O	47,780 L. H. O	62,799 L. H. O	19,629 L. H. O	59,044 T. C. A.	24,967 T. C. A
0.15	98.6	2.69	6.0	1.28	0.58	8.68	3.86	3.57	8.0	1.37	3.39		1.92	5.09	6.69	2.39	6.29	3.04
858	88	898	88	88	850	920	926	88	928	830	920		8	88	920	920	8	88
5,168	5,215	5,257	5,429	5,333	483	919	682	683	1,002	1,003	1,004		1,18	5,214	5,294	5,379	5,474	5,567

Norz. - D. F. means department forces.

Compkins

COST DATA FOR OILING, SURFACE TREATMENT, 1916 — (Concluded)

						- 1	(				,	,			
	-				ъ		COVER			Coer PER MILE	Mir.		:		
COUNTY	Road	in the state of th	Miles	Square yards	Kind	Gallons per square yard	Kind	Tons per mile	25	Sweep- ing and apply- ing	Cover	Total	Total cost per square yard	Remarks	
Ulster	220 D F F F F F F F F F F F F F F F F F F	0000000000000 ************************		28, 160 28, 16	10.560 Cold tar. 28, 160 Cold tar. 28, 177 L.C. O. 28, 177 L.C. O. 28, 177 L.C. O. 28, 178 L.C.	0.000000000000000000000000000000000000	inch gravel inch g	%¤4225888884438888888888888888888888888888	118 8 8 8 8 8 8 8 8 8 8 8 8 8 8 8 8 8 8	24.22 24.22 25.22	25	4411 70 4411 7	\$5.059 0.054 0.054 0.054 0.054 0.055		
Westchester	20	971	3.16	29,66	29, 662 "A" binder	1.80	14-in., 4-in., 4-in.	889	1,264 00	938 00 1	8	00 3,261 00	0.3474	0.3474 Heavy surf. treatment.	
	**	971	1.15	10,79	10,795 "A" binder	1.50	1§-in., }-in., §-in	885	1,264 00	828	00 1,059 00 3,261	3,261 00	0.3474	0.3474 Heavy surf. treatment.	
	1,015	971	3.23	28,733	3 (T.H.A. 2 L.C.O.	828	inch trap	<u>4</u> =2	25 15 15 15 15 15 15 15 15 15 15 15 15 15	888	00 401 00 00 335 00 00 196 00	1,789 00		0.2006 Surf. treat. of old conc. 0.0602	

	Surplus cover material not charged against cont.	12 feet to 16 feet width	16 feet width of pave-	16 feet width of pave-	16 feet width of pave- ment.
0.0473 0.0473 0.0473 0.0473 0.0473 0.0473 0.0473 0.0473 0.0473 0.0473 0.0487 0.0487 0.0487		0.0239	0.048	0.044	0.043
26888888888888888888888888888888888888		239 406 81	378 19	362 89	342 37
25		70 80 176 89	163 66	135 00	129 61
888888888888888888		85 28 28 28	26 98	23 47	22 81
######################################	-	159 46 206 49	187 55	204 42	189 95
28 28 28 28 28 28 28 28 28 28 28 28 28 2	8	32.	<b>\$</b>	55.1	52.9
inch trap		No. 1 stag No. 1 limestone	No. 1 limestone	No. 1 limestone	No. 1 limestone
28888888888888888888888888888888888888	0.18	0.18 0.308	0.255	0.264	0.256
88 88 88 88 88 88 88 88 88 88 88 88 88	ಶ	92.665 L. C. O. 37,580 Bit. mat. L. H. O.	43,630 Bit. mat. L. H. O.	48,845 Bit. mat. L. H. O.	56,710 Bit. mat. L. H. O.
2888875385889838383838383838383838383838383838	32.5	8 89 5.18	5.53	5.95	7.04
00000 0 0000000 0 00000 888882	:	874 857	857	887	257
825 82 82 82 82 82 82 82 82 82 82 82 82 82	- 768 	5,400 1,205	1,310	5,323	5,324
	'yoming	stes			

Norg.— D. F. means department forces.

PROPOSALS FOR FURNISHING BITUMINOUS MATERIALS, F. O. B. DESTINATION, 1916

e products.	n tar.	w carbon tar.
sphalti	s high carbon tar.	denotes low
lenote	I" denotes high	L. C. T." d

Contractor	John Baker, Jr.  Headley Good Roads Co. United Gas Improvement Co. John Baker, Jr.  Headley Good Roads Co. United Gas Imp. Co. John Baker, Jr.  Headley Good Roads Co.
Amount	28 944 94 94 94 94 94 94 94 94 94 94 94 94
Price	0.086 0.086
Gallons	28.483 28.320 28.5320 20.552 20.054 20.0563 20
How delivered	Barrels car lot Barrels L.C. L. Barrels L.C. L. Barrels Car lot Car lo
Kind of material	Binder "A"  L. C. O  Cold patch Asphaltic Emulsion  T. C. A  Binder "A"  L. C. O  L. H. O  L. H. O  Cold patch Asphaltic Emulsion  T. C. A  Binder "T"  Binder "A"  T. C. A  Cold patch Asphaltic Emulsion  T. C. A  T. C. A
Division	
Con- tract num- ber	- 21 02 4 20 20 10 20 20

Atlantic Ref. Co.			Headley Good Roads Co.	United Gas Improvement Co.		Atlantic Ref. Co.					United Gas Improvement Co.		Atlantic Ref. Co.				Headley Good Roads Co.	Union Gas Improvement Co.				Headley Good Roads Co.	United Gas Improvement Co.	Headley Good Roads Co.		Atlantic Ref. Co.			Headley Good Roads Co.	United Gas Improvement Co.	- 1
3,994 91	•	5,719 23	2.774 73	570 95		656 07	70 110,1	1,757 65	2,021 18	1,859 15	8,371 69		14,575 96	3,899 78			1,353 28	P	2,589 29		3, 191 98	5 757 78	4,915 20	7,953 45	5,455 56	3,752 65	331 18	}	2,433 18	600 52	
- 556 588 588	8.88 8.88	98	113	1000	988	780.	88	955	88.8	122	.0588	0.00	.081	6.6	700.	88	113	0858	260.		.086	193	.0592	115	1225	88.8	8.6	88	1125	0858	
48, 131		7,057	24, 555	9,500		7.529	18,380	31,957	22,968	15,239	139,995		179,938	43,328	:::::::::::::::::::::::::::::::::::::::		11.977	5 :	28,144	12,731	33,599	8,980	83,027	45,728	44,535	45,764	3,561		21,628	6,999	1
Barrels L. C. L. Barrels car lot. Barrels L. C. L.	Tank car	Barrels car lot. Barrels I. C. I.	Barrels car lot.	Barrels L. C. L. Tank car	Barrels car lot.	Barrels car lot.	Pank car Rorrele I. C. I.	Tank car	Barrels car lot.	Barrels L. C. L.	Tank car	Barrels car lot	Barrels car lot.	Barrels L. C. L.	Pank car.	Barrels L. C. L.	Barrels car lot.	Barrels L. C. L.	Barrels L. C. L.	Tank car Barrels car lot	Barrels L. C. L.	Barrels car lot.	Tank car	Barrels L. C. L	Barrels L. C. L.	Barrels car lot.	Berrels L. C. L.	Barrels car lot	Barrels car lot.	Barrels L. C. L. Barrels L. C. L.	
Binder . T	L.C.O.		Cold patch Asphaltic Emulsion	T. C. A.		Binder " A "	F. C. O.	L. H. O.		Cold patch Asphaltic Emulsion	T. C. A	# H	Binder "A"	( ;	L. H. O		Cold patch Asphaltic Emulsion	T. C. A.	Binder " A "	L H C		Cold patch Asphaltic Emulsion	T. C. A.	Cold netch Ambeltic Emulsion	Cold parce respinging Limited and	Binder " A "	0	L. H. O.	Cold patch Asphaltic Emulsion	<b>▼</b> C:	
-			4	4		2					20		9				9	_	7	_		-	2	œ		6			6	•	
10			Ξ	12		13				7	15		16				17	38	19			ଛ	2	66	ĭ	23			24	8	i

BROKEN STONE CONTRACTS, 1916

				Distriction of the control of the co	2				
	Dood		Con-		CRUSHE	CRUSHED STONE	Sr	SLAG	
COUNTY	number	Miles	num- per	Contractor	Tons	Cubic yards	Tons	Cubic	Amount
Essex Hamilton Hamilton	756 5187 5189 1025	7.03 5.69 7.25	5 EE	*70 John Anderson, Jr. 171 Fred Snay. 72 Edgar Call.		2,804.8 1,000.0 1,765.9	2, 804.8 1, 000.0		\$10,764 94 2,630 00 5,185 93

\* Contract originally let to Fred Snay was cancelled and relet to John Anderson, Jr. † Contract originally let to Fred Snay was cancelled and material was furnished by John Anderson, Jr., on orders.

I Patrol	Extra- ordinary repairs	Miscellaneous			Total
Albany et a communication of the communication of t					2000 000 000
lbany 12,837 16	\$1 68	::::::	\$190 64		\$220,979 00 48,269 44
Broome 6,843 00 Cattarau 1,318 40					77.144 86
AVIDER - I OUT OU				• • • • • • • • • •	62,064 60
hautam 7,126 50	*2,626 25				100,963 56 25,842 3
hemune 2, 187 00 hemane 7, 512 75	2,020 20				70,446 14
hinton 9,468 00		11 75			70,446 1 58,759 2
Columbia 7,913 75 Cortland 5,986 00		11 75	98 86	•••••	79,049 0- 73,881 1
Note - 6.741 00	:::::::::	1			63,762 2
					60,985 4
ine 10,677 50	16 50	16 50			104,509 57 143,650 4
		10 00			56,455 1
uiton 1,225 UU					43,810 60
ienemen, w. vel ou			275 44		44,015 3 15,672 9
reene. 3,009 00 lamilton 5,682 00			210 11		34,046 9
lerkime 3,234 00					20,172 4
Herkins 3,234 00 efferson 8,773 50					79,039 6 127,919 2
A 008 50					32,521 9
fadison 7,761 00					53,225 8
Madison 7,761 00 Monroel 6,747 00			0.010.05	\$156.86	30.379 9
Montgon 19,847 57			2,819 67	\$100 B0	188,195 2 62,956 3
iagara, 4,666 25					40.060 7
<b>Jacada.</b> , 3,228 UU					77,613 6 166,385 1
mondag15,543 00 mtario,12,280 50	1	1 40			166,385 1 193,074 2
range., 7,933 00					84,476 2
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## REPORT OF THE THIRD DEPUTY COMMISSIONER IN CHARGE OF THE BUREAU OF TOWN HIGHWAYS

ALBANY, N. Y., January 10, 1916.

Hon. Edwin Duffey, Commissioner of Highways:

Sir.—I have the honor to submit herewith the annual report of the Bureau of Town Highways for the fiscal year ending October 31, 1916.

Town Highway System. All public highways of the State, outside of incorporated villages and cities, and those within Indian Reservations, are "town highways" until taken over and improved as "State" or "County" highways or "County Roads." The mileage of these highways has decreased from year to year on account of the improvements as cited, and there are now, in round numbers, 71,000 miles which comprise the town highway system.

Revised System of Accounting. A revised system of town highway accounting was adopted during the past year, which took effect November 1st, 1916, and will be carried on uniformly by each town throughout the State.

By this revision the taxpayers, also local and State officials, are furnished with an account in the form of a "ledger" for each town. This system shows the accounting separately, of moneys received and expended for the general repair and maintenance of town highways; repair and construction of sluices and culverts; special improvements, such as macadam, gravel, or other types of permanent improvement, and each special improvement accounted for separately.

Motor-Vehicle Traffic. The maintenance of earth roads is becoming a very serious problem on account of the increase in motor-vehicle traffic, and drivers of these vehicles are not slow to take advantage of any improvement made to this class of road. The condition caused by this traffic, together with the general amount

of the usual improvements to the highways, demand an increasing amount of available funds for these purposes.

Treatment of Oil. Cold oil as a binder on town macadam, gravel and cinder roads has been much used during the past season. Many of the towns are learning that their local soil and materials with the use of oil for a binder, furnish an excellent road surface at a low cost.

County Maps. The county maps, as adopted in 1915 showing all classes of improved highways, have been of great assistance to the county and town officials in determining the location of proposed improvements to town highways. These maps indicate that it is the intent of the officials to form a connecting system of improved highways within their counties.

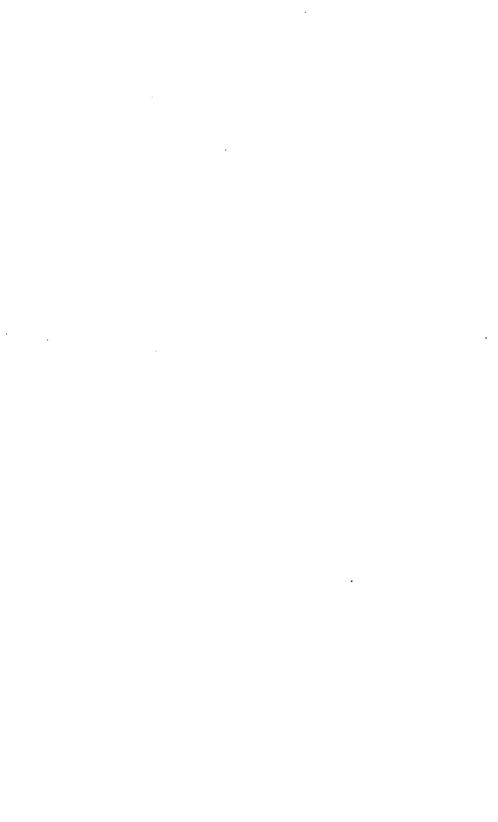
Inspection. A personal inspection was made of town highways in each county during the season, and arrangements were made with each county superintendent in advance in order that he might be prepared to accompany me on the trip over the roads in his county. This proved to be of much assistance to me in making these inspections.

County Road System. Seventeen counties have adopted a system of road improvement under the provisions of sections 320 and 320-a of the Highway Law. Since the adoption of this system there have been constructed approximately 575 miles of improved roads of various types, mostly of macadam at a cost approximately of \$3,000,000, with an average width of ten feet of metal. This auxiliary class of improved roads is proving to be a valuable asset to the local communities. There are many defects in the provision of statute governing the cost and maintenance of such roads and a general revision of this law is much needed.

Highways and Bridges on Indian Reservations. There are seven Indian Reservations, the public highways of which total 356 miles. The improvement, repair and maintenance of these highways and bridges are financed by an annual appropriation from the general funds of the State. The amount of this appropriation during the past year was \$40,000. Short stretches of macadam roads were constructed in the various reservations. The abundance of gravel in the Allegany and Onondaga reservations allowed the improvement of many miles of gravel roads on these two reservations. Nearly all of the macadam roads which had



NIAGABA COUNTY — FOUNDATION COURSE FOR WATERBOUND MACADAM UNDER CONSTRUCTION ON THE TUSCARORA INDIAN RESERVATION.



been improved as such in previous years, and some of the more important gravel roads, received an oil treatment. The improvement of bridges on these reservations is progressing rapidly and with the present plans for the completion of the long bridges on the Allegany Reservation will be in condition to meet all classes of traffic.

Permanent Improvements. Improvements of a permanent character made by the towns in the past year, show very satisfactory results; 12,763 permanent culverts and 1,043 bridges, varying in span from 5 feet to 100 feet were constructed. During the year, 456.29 miles of town macadam; 353.96 miles of gravel; 12.42 miles of concrete roads were built.

Under sections 320 tnd 320a, were constructed 248.55 miles of improved roads, financed by aid from the counties in which located.

The mileage of town highways now improved totals 4,483 miles of town macadam; 6,190 miles of gravel; 12.42 miles of concerte and 575 miles of macadam built under sections 320 and 320-a and financed by the towns aided by the counties.

The counties of Franklin, Nassau, Putnam and Rockland under special legislation, have improved 521.53 miles of county roads which are financed at the entire expense of the county in which located.

This latter classification of highways is not included in the mileage of improved State, county, town, or roads built under sections 320 and 320-a of the Highway Law.

The following statement shows the amount of receipts, expenditures and balances on hand in the highway, bridge, machinery and miscellaneous funds of the town highway accounts:

Statement of Town Highway Accounts, 1916

	Receipts	Expenditures	Balances ending Oct. 31, 1916
Highway	\$6,341,361 58 1,661,760 32		\$865,961 65 301,374 22
Machinery	378,451 92 913,705 06	318,829 03	56,622 89
Miscellaneous			57,809 65
Totals	<b>\$9,295,278 88</b>	\$8,010,510 46	\$1,284,768 42

Norz.—The fiscal year of accounting closes October 31, 1916, but the working forces continue on throughout the year which accounts for the large balance on hand at this date.

The above amount \$9,295,278.88 which was available for town highway purposes during the year 1916 consists of \$1,950,575 paid by the State as "State aid."

# Audit

During the year 1916, each town highway account was examined by the district supervisors representing this Bureau in their respective districts. As a result of these examinations, corrections were made as follows:

# STATEMENT OF AUDIT, 1916

# Credits

Amount reimbursed to highway, bridge, machinery		
and miscellaneous funds	\$14,457	09
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# Debits

Amount charged	to highway,	bridge,	machinery		
and miscellaneo	us funds			\$6,841	61

# Difference

These corrections are compiled from items varying from a few cents to hundreds of dollars and apply to numerous towns.

Tabulated statements showing in detail the receipts and expenditures for all town highway purposes in each town of the State are given herewith; also detailed written reports furnished by the county superintendents.

All of which are respectfully submitted.

Benj. J. Rice,

Third Deputy.

### ALBANY COUNTY

The heavy and continual rains during the earlier part of the season made it very difficult for the town superintendents to keep the earth roads in satisfactory condition and much money was absorbed in repairing the damages caused thereby. The work in this county as a whole has been fairly satisfactory and particularly good as regards permanent culvert work.

In addition to the usual work on the earth roads nine miles of crushed stone road were built making a total of 77 miles in the county. Seven concrete culverts were built and 216 of cast iron placed.

Four new concrete bridges were built, three of them by the town superintendent.

Several plank floors on bridges were replaced by 2x4's set on edge and covered with asphalt and gravel.

### ALLEGANY COUNTY

Three heavy floods caused by cloudbursts swept Allegany county during the month of May 1916. Nearly all bridges, except those of the most permanent type were either badly damaged or entirely swept away.

In some instances concrete abutments supposed to be permanent were undermined and considerable expense was necessary to put them on proper foundations.

Labor conditions and the time available made it impossible to replace all bridges with complete permanent structures, but when it was possible to complete permanent concrete abutments this has been done and temporary floors have been put on.

In some towns the damage was so great that it was necessary to build entire temporary structures in order that traffic should not be held up, but this has been done with the understanding that they shall be replaced with reinforced concrete as soon as possible.

No bridges have been reported as new work except those entirely completed and conforming to State standards.

Thirty-four new concrete bridges have been completed this year, and in addition to this, abutments have been built for about thirty

more, which will be covered with reinforced concrete floors next year. Continued wet weather at the time earth roads should have been worked and floods following immediately after, made first-class dirt roads impossible for all available money had been used to relieve flood conditions and make roads safe for traffic.

Extra drainage has been found necessary and 229 new concrete and cast iron culverts have been installed during the past year. Five years' time will be necessary to completely overcome the damage caused by floods in the month of May to highways, bridges and culverts in this county.

# BROOME COUNTY

The work of placing the highways in condition this season has been much harder, due to the fact that during the season of 1915 the flood damage was still in evidence. Nevertheless, most towns have made splendid progress toward restoring the roads and bridges washed out at that time.

The amount of money expended for highways dur-		
ing the year was:	\$67,727	52
Bridges	36,669	65
Machinery	3,136	49
Miscellaneous		51

\$120,684 17

Small amount of permanent work has been done during the year. The work has been toward restoring roads to their former condition, building retaining walls, filling, placing of cast iron and concrete culverts. Over 500 cast iron culverts have been placed during the year, costing over \$11,000. Twenty-one concrete culverts have been built. Many of the towns have hand-some balances to carry over for the coming year, partly due to not continuing heavy road machine work in the early part of the season.

# Bridges

The bridge work for the year has continued and shows that 31 bridges have been constructed during the year at a cost of over \$21,000, one concrete arch, two span 58 foot arch.



SARATOGA COUNTY — TOWN HIGHWAY BUILT WITH COUNTY AID UNDER CONSTRUCTION IN THE TOWN OF HADLEY.



The town of Sanford has leased stone crusher and bins and has provided in estimate amount to construct permanent stone road from Oquaga Station to Oquaga Lake, a distance of 2½ miles.

The registration fees on account of automobile tax received by the county treasurer to the amount of \$3,750 has been allotted to the town of Binghamton, providing the town appropriates a like amount to be used in the improvement of the highway leading to Hawleytown and station line south of the city of Binghamton. The town has provided a like amount and, consequently, \$7,500 will be expended during the year for the improvement of this highway. Some of the towns are using 2x4's creosoted in the flooring of old bridges, and this work is proving very satisfactory. The best results are obtained by using a good and well-treated creosote 2x4, and placing a bituminous oil with stone or fine screened gravel on the top for a wearing surface.

Total number of bridges between 5 and 20 ft. built during	
year	20
Between 20 and 50 ft	8
Over 50 ft	3
Total	31

The estimate of towns for money to be expended during the year 1917:

Highways	\$38,603	44
Bridges	17,853	00
Machinery	3,475	00
Miscellaneous		<b>50</b>
Balance Nov. 1, 1916	14,367	46
Estimated State aid	29,484	82
Auto Tax (attached)	3,750	00

\$113,870 22

The year 1915 has closed with a county system of highways as approved by an act of the Legislature of 1907, nearly provided for by the State and county, and another year will bring the system quite complete. The county has accepted the alternate method of apportioning the expense of county highways, and thus will be able to reach more mileage of the county system. During the winter of 1915 the cost for removing obstructions caused by snow was \$11,400.42.

# CATTARAUGUS COUNTY

This county, in common with the other western counties of the State, suffered severely from floods and continued rains in the early summer.

Roads were badly washed and many miles completely destroyed. Many bridges were washed away, one town alone Hinsdale, losing 26. As a consequence, it was necessary to amend practically all of the agreements of the county and use funds originally intended for permanent improvements in repairing roads damaged by the floods. However, a good amount of permanent work was done as follows: Thirty-six miles of gravel was placed upon the town highways at a cost of \$7,000.

One hundred and two concrete culverts were built costing \$6,805.

One hundred and fifty-three iron sluices were placed at a cost of \$3,630.

Sixty reinforced concrete bridges were built: 39 between 5 feet and 20 feet; 16 between 20 feet and 50 feet; 5 over 50 feet, the total costing \$35,413.

At the close of the season the general condition of the roads throughout the county was much better than could have been believed possible after the floods, and with the increased amount of money which the towns have provided they will be so far improved by the close of the season of 1917 that few traces of this extremely bad year will remain.

### CAYUGA COUNTY

Highway conditions in Cayuga county continue favorable. The various town superintendents are interested in their work and

striving to get the best possible results. The tax assessing bodies, the town boards and the supervisors are showing their appreciation of their efforts by increasing the funds available and the general public more than ever before are commending more than criticising their work.

The county aid system of town roads under section 320-a has competed its third year with sixty miles of permanent stone roads built. This in addition to the forty miles of town macadam in the county. Every town has had a share in this work in 1916, building over 19 miles. The reduction of grades in this year's work on the county system from 17 per cent to 10 per cent and from 14 per cent to 9 per cent and many others has made the average cost of the work somewhat higher than in previous years.

Ten miles of gravel road have been built and the earth roads which have had several years' care, have been widened out and properly crowned, reshaped and honed, so now general road conditions have been good during the year. Several of the towns have employed patrolmen on their earth and gravel roads attending to the little things and the benefits of their work are quite apparent. Provision for the maintenance of town macadam roads under the joint care of county and towns was begun by the application of a carpet coat of Tarvia or oil with stone chips to 19 miles of macadam witth generally satisfactory results.

Forty concrete culverts and nearly 100 iron pipe culverts, permanent structures, have been placed.

The work of building permanent bridges through the past eight years is having its results in smaller expenditures for repairs and fewer new bridges being needed to keep the bridge system up to full standards.

Convict labor from Auburn prison has been employed in two towns building stone macadam roads and with satisfactory results. The outdoor work was a benefit to the men themselves and their work a benefit to the roads.

For 1917 the tax assessment for the town highway fund will aggregate \$58,478.01. On the basis of previous years this will draw \$34,973.66 of State aid, or 94 per cent of the possible amount available. To this will be added the county aid fund of \$62,500.00 affording prospects for even better work in 1917.

# CHAUTAUQUA COUNTY

The town highway work in this county was a trifle below the usual quality owing to the extremely wet and late spring. However, all the superintendents did the best possible, and fairly good roads were the result. A great deal of honing was done and good results were obtained. About three miles of town macadam were constructed and twenty-five miles of roads were surfaced with gravel.

While town highway work was not as good as desired for the reasons above named, the past season was productive of some fine bridge work. Great care was taken to secure suitable foundations and all bridges built strong enough to safely carry a 15-ton load. Appearance also was taken into consideration and some beautiful structures were erected. A large amount of bridge work was done as the following figures will show. The new bridge work consists of 37 bridges at a cost of \$32,158.17. Two of the largest of these structures are located in the town of Hanover, one being an 80-foot concrete arch while the other is a 90-foot I-beam structure of two spans. In addition to the new work mentioned, 27 bridges were floored with tarred 2x4s. This work cost \$3,121.60. It is hoped to entirely eliminate the plank floor in a few years.

The culvert work consisted of 110 concrete culverts at a cost of \$10,204.52 and 215 pipe culverts at a cost of \$6,347.89.

The town of Mina secured a contract for constructing 4.33 miles of State and county highways and is making fine progress.

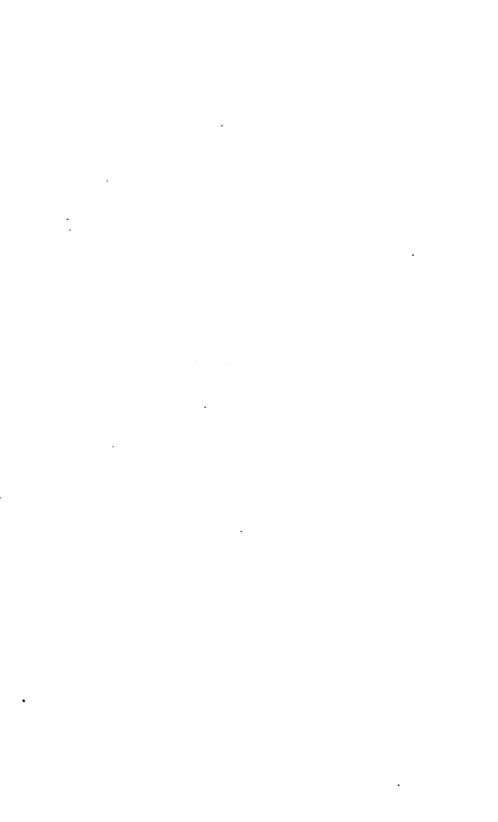
A system of county roads was started the past season under the authority of section 320-a of the Highway Law. Nine miles were put under construction the past season. Of this mileage six miles is completed. Two types were built, one being brick pavement at a cost of \$10,310.06 and one of slag construction at a cost of approximately \$3,000 per mile.

### CHEMUNG COUNTY

The highway work in this county during the past year has been very satisfactory. In some of the towns a scarcity of labor has interfered and some of the towns has a larger balance in the highway fund left than in previous years. The construction of concrete culverts has exceeded any in previous years, a total of 393



Saratoga County — Part of Completed County Aid Read Between Hadley and Conklingville.



concrete culverts were constructed, one cast iron and one steel culvert. The culvert question in the towns is nearly completed, some towns only having twenty-five of the old plank culverts left. Another year will practically clean up several of the towns on the culvert construction.

The bridge construction has also been very satisfactory, a total of seventeen concrete bridges having been constructed; five bridges with concrete abutments with 2x4 floors using the present trusses and I-beams.

The State standards for the construction of culverts and bridges have been carried out. There has been no patrol system in any towns of the county.

### CHENANGO COUNTY

Exceptionally good work has been done in nearly all the towns of this county the past season along the line of general highway work and State standard bridges. All new bridges have had concrete floors and many old ones, not heavy enough for concrete have been refloored with 2/4 oiled and gravel or crushed stone wearing surface. There is a fast growing sentiment in nearly every town to raise more highway money, and use nearly all State aid money for town macadam roads.

Between four and five miles of macadam road was built — nearly all with a fieldstone base, with a 12-foot with of metal. Comparatively little of this class of work has been heretofore done in this county, but pieces were built in fourteen of the towns this year and the total mileage constructed next year will undoubtedly be very much greater than this. Good progress was made in the work of building permanent culverts, 87 of concrete and 270 of cast iron being put in. All new bridges were built in accordance with State standards. All those of short span being built by the town superintendents.

#### CLINTON COUNTY

Work was well started early in the spring but suffered much on account of the heavy and almost continual rain up to the middle of July. It then became very hot and dry and many of the superintendents found it impossible to get help at this time of the year

on account of the large prices paid by farmers to secure their hay and grain crops.

The earth roads also suffered much on account of the United States Government Military Training Camp being located at Plattsburg, and using the roads of this county for their maneuvers. On some of the roads nearly all of the culverts and small bridges were damaged or broken in by the heavy army trucks, and the roads deeply rutted. All of this work was quickly repaired by the town superintendents.

About 150 permanent culverts of concrete and iron have been built. Many of the large bridges that were not heavy enough to carry a concrete floor have been floored with 2x4s treated with hot asphalt oil and iron ore tailings. Several new bridges with concrete floors have been built this season, not as many as usual on account of the high price of steel.

Two and three-fourth miles of town macadam have been built, a section of one and three-fourth miles of this was built between the villages of Ellenburgh Corners and Ellenburgh Center. This road cost at the rate of \$2,000 per mile. Several miles of new gravel road have been built and many miles resurfaced with gravel, cinders and clay.

Convict labor has been used in the towns of Ellenburgh and Dannemora to good advantage. Plans are already made out to start work on the Lyon Mountain road with convict labor early in the spring. Lake shore gravel was used in Cumberland Head to good advantage and it is expected that within a short time this beautiful drive will be completed by the use of the same.

For the large amount of good road work done in this county much credit is due to the fact that perfect harmony has always existed between town, county and state highway officials.

#### COLUMBIA COUNTY

Apparently realizing the certainty that state and county highways would not afford proper accommodation to local traffic, the general policy of the county has been to perform a class of work that, while perhaps not fully appreciated by the citizens and tourists whose standard of utility is a type of pavement fit only for fast and heavy motor traffic, met the requirements of that large class of citizens whose interests are best served by road conditions affording safety, comfortable travel and relatively easy hauling.

Work embraced in promoting these conditions, has been, in the main widening sufficiently to allow clearance for passing vehicles, with ample width on curves and grades, improving alignment to afford a clear view of roadway for a considerable distance, securing grades that permit increased loads without a corresponding increase in motive power, surfacing with selected gravel to produce a firm, smooth surface of reasonable wearing quality.

To insure reasonable permanency in these earth and gravel roads, the matter of securing efficient drainage has been given primary consideration, thus it can be said that the improvement of town highways in nearly every town has steadily progressed, which would prove still more valuable assets to the state and county, if funds were sufficient to broaden the scope of operations in this system.

The main items in the foregoing class of improvements during the year are 158 miles widened, shaped and drained, 552 regularly honed and kept free from loose stone, 58 miles surfaced with approved gravel, 330 cast iron and concrete culverts and 14 steel and concrete bridges constructed.

In addition to the above, considerable rock excavation has been done, a number of heavy grades reduced, besides nearly every crowned section required reshaping on account of the effects of heavy motor traffic on the water soaked surfaces of spring and early summer.

The towns of Clermont and Germantown have equipment for macadam construction, but are unable to prosecute this class of work to any considerable extent due to very limited funds. The officials are seriously considering the advisability of submitting to the electors, a proposition to increase the funds by a bond issue, and adopt a system of town highways for speedy improvement.

The other towns seem not inclined to undertake macadam construction, being apparently satisfied with the improved earth and gravel roads.

One-half the number of town superintendents were first year men unfamiliar with the work, and were further handicapped by unprecedented rainy weather and light forces, thus the general results may be said to have been satisfactory and do not suffer in comparison with other public undertakings.

### CORTLAND COUNTY

During the past year the grading of earth roads throughout the county has received the proper attention of the various superintendents with one or two exceptions. These have been taken care of and better results will be obtained another year.

One hundred and sixty-four iron culverts have been placed and 97 concrete culverts constructed. This class of work is becoming very well standarized throughout the county and marked improvements are to be seen over work previously done.

Eleven towns constructed town macadam roads this year with the result that ten miles of excellent macadam was completed. This road has a metal portion, twelve and fourteen feet in width, composed of two layers. Bottom layer six inches thick after rolling of local field stone, not crushed. Top layer three inches thick after rolling, of crushed stone, either imported limestone or selected local stone. These roads have a uniform width twenty-two or twenty-four feet between ditches, they are built to line and grade and are of the waterbound type. The county contributes to the cost of this sum of \$3,000 per mile. These roads compare very favorably with some of the more expensive roads and seem to meet the requirements for which they are intended. The county now has fifteen miles of this class of construction.

The past year a mile and a half of town stone road was resurfaced, using a bituminous road oil and slag. The results obtained from this work are very satisfactory. This section being particularly fortunate in being able to obtain an excellent quality of slag for this class of work.

During the year thirteen concrete bridges were built in the county, and the structures are a credit to the towns that built them. Ten old plank floor bridges were replaced with new 2x4 floors properly treated.

In the town of Homer, during the past year, the construction of two miles of town macadam road was undertaken, using prison labor for this work. The town at a special election, voted the sum of \$9,000 for the purchase of cement, reinforcing materials.



SARATOGA COUNTY — TOWN HIGHWAY BUILT WITH COUNTY AID UNDER CONSTRUCTION BETWEEN HADLEY AND CONKLINGVILLE.



crushed limestone, gravel and necessary team hire for this work. The results obtained have been very satisfactory. The grading for the two miles has been completed, two new concrete bridges were constructed, several concrete culverts were built and several hundred feet of dry retaining wall along the edge of a steam was built. One half mile of bottom stone was placed and filled. The remaining part of the road being ready for stone another year. The road built follows along the side of a stream through a narrow, winding valley with steep rocky slopes. The excavating has been nearly all rock. No serious trouble has been experienced in the use of this class of labor for the above work.

# DELAWARE COUNTY

The town highway work has been carried on in the different towns in a satisfactory manner with few exceptions. Ten of the town superintendents have been serving their first years in that capacity, and consequently have lacked the experience necessary to do their best work. However, very satisfactory results have been obtained in most of the towns. The system of making it possible to change the town superintendents every two years is radically wrong, and should be changed in some way.

Culvert construction is receiving special attention, and the permanent character of the work is to be commended. Five hundred and eighty-six concrete culverts have been placed at a total cost of \$6,734, and 177 cast iron culverts costing \$3,676. In a few years the culvert work will have been practically completed. One steel bridge has been erected, costing \$811.42, and 12 concrete bridges at a total cost of \$4,168.30.

Several of the towns have made special improvements to highways by putting in field stone and rolling them until the surface was sufficiently smooth to receive the traffic without a filler; and, in cases where this could not be done, a light cover of gravel or earth has been used; and we get a very satisfactory road in this way.

In two towns the farmers living in the neighborhood benefited, gave the stone and hauled them to the road free of charge. Five and six-tenths miles of waterbound macadam have been built and 0.75 miles resurfaced with asphalt binder.

One of the most serious problems confronting us is — How to maintain our earth roads under the severe motor truck traffic to which they are being subjected?

# DUTCHESS COUNTY

There was appropriated to the highway fund the amount of \$134,811.56; of which State aid was \$42,733.43. Amount of balance carried over to 1917 account is \$17,142.30, a seemingly large balance and one requiring explanation; a large proportion of balances carried over may be traced to the labor situation; in many instances, towns being unable to get a sufficient amount of labor to carry on the work and expend full allotment of fund. With this expenditure of \$117,669.26 in highway fund, we have an average expenditure of \$80.43 for each mile of our town highways against \$89.95 for 1915, and a total of \$13,932.13 less expended for same period. For the removal of obstructions caused by snow \$18,460.66 against \$723.82 in 1915, and \$19,-480.73 in 1914. The town of Clinton expended the largest amount, namely \$1,654.87, and the town of Union Vale the least, Nine other towns were considerably in excess of namely \$105. Total number of days worked by our 20 town super-\$1,000 each. intendents, 4,805; total salaries \$16,869.17. Average salary \$843.46. Largest salary paid to town superintendent \$1,408.50, smallest paid \$441.

### ERIE COUNTY

The department of the county superintendent of highways has endeavored to so plan the different sections of town improvement that there will result a connected and properly developed system of town highways, which will supplement the improvement made by "State and County" highways and "County roads".

The usual amount of mileage was improved during the season and there are now a total of 225 miles of crushed stone road and 189 miles of gravel in the county.

Permanency has been the aim in bridge construction. Whenever possible, reinforced concrete bridges are recommended. When such type of bridge is not advisable, owing to inscente foundations, existing abutments being in good condition, or for a similar good reason, a steel bridge is recommended. Gradually,





Westchester County — Town of Bedford, Town Macadam at Hon. Seth Low's Farm.

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the bridges of the county are becoming of heavier type and of strength proportionate to the enormously increasing traffic and loads on the public highways. The width of the bridges on State and county highways is being increased, in most instances the new bridges being not less than 24 feet.

Concrete slab floors are required on all steel bridges and bituminous treated plank, set on edge, are used on the old bridges which it is not possible to replace with more modern structures.

Twenty bridges were built during the year, and during the last eight years there have been built:

- 22 steel truss and plate girder bridges, with concrete floor.
- 41 steel "I" beam, deck bridges, with concrete floor.
- 12 concrete arch bridges.
- 83 reinforced concrete slab and girder bridges.
- 31 bridge floors have been laid with 2x4 tarred plank.

Ninety per cent of the reinforced concrete slab and "I" beam bridges have been built by the town superintendent, with day labor.

The steel truss and girder bridges have in all cases been built under contract.

### ESSEX COUNTY

The highways of the county were on the first of June, generally, in fine condition, but the extremely heavy rains during that month damaged the earth roads so much that it was late in the season before all were restored to a satisfactory condition. The towns of Moriah-No. Hudson and No. Elba have each put down sections of crushed stone road, the work being carefully laid out to form extensions of or connections with other improvements already done.

The town of Willsboro is trying an experimental section of crushed stone road on a bad sand foundation by covering the sand with about four inches of clay well rolled, the stone being laid on the clay and rolled to place. In Crown Point, Ticonderoga and Minerva good work was done in rock blasting to widen dangerous places, reducing grades on sharp pitches. About the usual amount of culvert and bridge work was done and the close of the season finds road conditions, generally, satisfactory throughout the county.

### FRANKLIN COUNTY

The total mileage of improved roads constructed by the towns this year is considerably greater than any year since the present Highway Law went into effect. Quite a few towns have resurfaced old water-bound macadam roads with bituminous macadam. Cold applications of tar and asphaltic oils have been applied with good results. Many concrete culverts and bridges have been built and the old wooden type of culvert is fast disappearing. plank floors on bridges have been removed and either 2x4s treated with a preserving oil or concrete floors have been substituted. Quite a few bridges are in need of repainting and in many cases town boards are hard to convince of the necessity for painting bridges. Earth roads have not been maintained on the whole as well this year at last owing to a wet late spring. The heavy fall of rain in the spring and early summer did much damage to earth roads, more than could be repaired and maintained through the summer with the money available for such wark. Some towns were unable to spend the full amount of highway moneys available for permanent work owing to the scarcity of labor.

# FULTON COUNTY

The unusually heavy and continued rains in the spring and early summer greatly hindered work on earth roads and made it necessary to do a lot of it over, in some cases two or three times.

A good amount of permanent culvert and bridge work was 121 culverts and 10 bridges being built during the year.

A good start has been made on the construction of a system of "County Roads" and this will probably be increased rapidly in the near future.

The town of Mayfield employed a patrolman five months at a salary of \$75.00 per month, which was money invested.

The town of Bleecker purchased a steam drill and a lot of good work was done blasting rock from the upper side of some of the narrow mountain roads, widening dengerously narrow places and making a permanent ditch on upper side of the road.

About 75 per cent of brush was cut in the county. Except in the towns of Caroga and Ephratah where no brush was cut.

No permanent improvements, such as first class gravel roads were built. Some good work, however, in many towns was done, such as grading, ditching and preparing for surfacing another year.

# GENESEE COUNTY

The past year has been most discouraging to the town superintendents of this county of any year since we have been under the present system. It seemed that the highway funds were being wasted the early part of the season in going over the same highways so many times trying to keep them in good condition, which extra work and expense was necessary on account of the storms, cloud-bursts and floods which followed one after another in this section of the state until after the first of June.

We were benefited in a way by having several old culverts and some shaky bridges washed out, which have since been replaced with permanent structures. Several of the towns have practically all their old tile and wood culverts replaced with concrete or cast-iron and the whole county is pretty well along in this respect.

The reports of the town superintendents show that they have built the past year ten miles of town macadam, 2.5 resurfaced with stone, 14.1 mile of gravel road, 66 concrete culverts, 39 castiron culverts and 17 bridges. Some good concrete work was done in each of the towns and all main traveled roads were kept in pretty good condition.

State standards in regard to erection of bridges and construction of culverts closely followed.

#### GREENE COUNTY

During the early part of the spring at a time when road improvement should have been well under way, the rainy season set in, and with the rapid growth of vegetation it was almost impossible to make much headway in earth road improvement, consequently numerous roads in the various towns did not, and could not receive the attention they should have had. Roads where the soil was of such a nature that they could be repaired in fairly good condition, were about all ruined with motor trucks traveling over them. How to build and maintain earth roads when the law allows trucks

weighing when loaded, six to twelve tons to travel over the roads is a question yet unanswered.

The town macadam roads in the town of Hunter were oiled twice during the past season with very benefical results.

The town of Catskill has also taken up the oiling of their stone roads and the results have been very satisfactory. With the increased auto travel, many going at a high speed, it is impossible to keep the stone roads intact unless they are kept oiled. Last November, the town of Greenville held a special election and voted to purchase a steam roller, and with the stone crusher they purchased two years ago, have now a complete outfit for the building of improved roads.

During the past year there has been built in this county 13¾ miles of town macadam road at a cost of \$1,711. One hundred and fifty-eight concrete and cast iron culverts have been placed at a cost of \$3,363,79. Six new steel bridges with reinforced concrete floors have been constructed at a cost of \$5,407. All the bridges were built under the direct supervision of the town superintendents with the exception of the one built in the Kaaterskill Clove. This was built under the supervision of the engineer in charge of the Kaaterskill Clove road, with the approval of the County Superintendent.

### HAMILTON COUNTY

The highway work in the past year has shown a great improvement over previous years in widening and straightening the highway in various places, also cuts and fills.

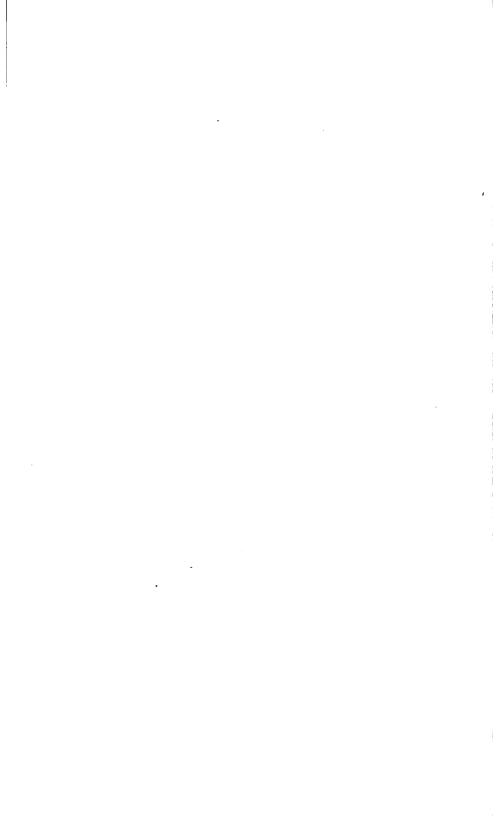
The bridges in the county are all in good condition, the greater part of them being new and built according to State standard plans and specifications, also the culverts are nearly all of the permanent type and the old ones are being taken out and replaced with cast iron or concrete, as fast as possible, and in a very short time the maintenance for bridges and culverts will be practically nothing, while for the past few years this has been a very large item.

Patrol system adopted only in the town of Lake Pleasant, but recommended in other towns. No better results for amount of money expended can be obtained, if the right man is secured.





Niagara County — Tuscarora Indian Reservation Waterbound Macadam 12' Metal 12" Rolled. Cost \$5200 Per Mile.



### HERKIMER COUNTY

This county has begun the construction of a system of roads under section 320 of the Highway Law. The type of construction is waterbound macadam ten feet wide and six inches thick, the standard width is twenty-two feet inside of ditches. Culverts are of cast iron pipe up to 18 inches in diameter, with concrete headwalls above this size, concrete is used.

Especial attention is given to drainage using six inch drain tile placed three feet below the ditch line.

Sixty-five miles have been placed under contract and are here reported where good progress has been made, although only a few are completed.

All bridges are designed for a fifteen-ton roller and are first class bridges with concrete floors.

A good amount of permanent work was done in addition to the usual work on the earth roads,  $6\frac{1}{2}$  of town macadam being put down, also three miles of gravel.

One hundred and fifty-five permanent culverts were put in and 11 bridges, all in conformity with state standards.

# JEFFERSON COUNTY

This being the second year this county has built roads under the County Aid System or 320-a of the Highway Law, 46.35 miles of this kind of road were built, costing an average of about \$2,800 per mile, being 9 inches deep after rolling of stone 10 feet wide which, added to last year's work makes a total of 92.30 miles built in the two years. Of this mileage 48 miles were covered with bituminous material applied cold and covered with a blotting course of coarse sand, gravel or stone screenings, costing about \$300 per mile. Besides the above the town superintendents built 22.40 miles of town stone macadam roads 8 ft. in width 8 inches in depth, costing about \$1,400 per mile; also resurfacing 2.75 miles of old stone road building 11.90 miles of gravel road 8 feet wide and 8 inches in depth. All the above roads being graded and ditched to 24 ft. in width and properly sluiced.

Two hundred and sixty-eight reinforced concrete and 20 heavy solid cast iron pipe sluices were built, all having proper head walls.

Thirty-seven reinforced concrete slab bridges were built, ranging from 6 ft. to 40 ft. spans, by the town superintendents' forces.

Eight miles of town stone roads were surfaced, treated with bituminous materials applied cold and a blotter of sand or gravel used, showing that the town boards are taking hold and furnishing money for maintaining the town roads, and many times the above mileage will be cared for next season.

Seven thousand, three hundred and nine feet of first class guard rail were also built, guarding many dangerous places.

Two large steel span bridges were floored with creosoted block pavements and painted, one being 200, the other 225 foot spans. Two or more spans have been treated with these floors each year in the county, and before long loose plank floors will be a thing of the past on our large bridges. A large number of bad hills have been cut down and the bottom graded, making decided improvements. Road building has a good start in this county, every town of the 22 is doing its utmost, all having steam rollers, stone crushing outfits, and 12 having traction engines, which they are with the state and county aid moneys added to their highway tax, able to keep going the whole season.

#### LEWIS COUNTY

This county was visited by prolonged and excessive rains during the early part of the season which very much delayed the progress of the preliminary work on the highways. In many instances the money expended for that purpose was practically wasted, but when the weather became settled the town superintendents turned their attention to permanent work, but owing to the lateness of the season, much of this work was left unfinished, however, in most towns the work was very satisfactory.

The 18 towns in this county are well equipped for road building and culvert work there being 18 stone crushers, 12 tractions engines, 9 steam rollers, 10 concrete mixers owned by the towns.

Twenty and one-half miles of town stone roads were built at an average cost of \$1,436.22 per mile; these roads being nearly all 24 feet wide between ditch lines. Twenty-four miles of crushed stone resurfacing was done at an average cost of \$543.65 per mile. Three miles of gravel roads built at an average cost of \$600 per mile.



NIAGARA COUNTY — WATERBOUND MACADAM UNDER CONSTRUCTION ON THE TUSCABORA INDIAN RESERVATION, 12' METAL 10" ROLLED IN TWO COURSES.

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Ninety-three reinforced concrete sluices were built at a total cost of \$4,892.88. One hundred and two cast iron sluices placed at a total cost of \$2,558.75.

There are over 600 bridges in the county, and in the past eight years many of these have been rebuilt with steel, carrying concrete floors, or wholly of reinforced concrete throughout, and nearly all the balance have been refloored with concrete or 2x4s treated with creosote, covered with heavy bridge oil and screenings or gravel, making a very satisfactory floor.

There were 25 reinforced concrete bridges built and two steel bridges, one with concrete floor and the other with 2x4s; three old bridges reinforced and concrete floors placed thereon; 16 covered with 2x4s creosoted, covered with oil and gravel or screenings, besides such other repairs as are usually necessary on bridges.

# LIVINGSTON COUNTY

This county, having undergone what is termed by some as the worst road year in the history of the present generation, made only a small showing in comparison with former years as regards permanent highway improvement. In most of the towns all the available moneys were used for washout repair and reconstruction from storm damage. Four of the towns bonded themselves, not having sufficient funds to carry on the work, and ten others were obliged to issue certificates of indebtedness or borrow from other sources.

Upwards of eighty bridges in the county were entirely washed away or so badly damaged that traffic over them was temporarily discontinued. Nearly three hundred culverts suffered in like manner. Mile after mile of road had to be closed until the town superintendent and his forces could reach them; and a conservative estimate of the cost of putting everything back in shape runs close to \$100,000.

Today, six months after the disastrous storms of May, considerable work is yet to be accomplished; but the greatest credit must be given the superintendents for their perserverance, workmanship and economy in the face of such discouraging conditions.

New bridge construction is of a high grade, and with the exception of the large river bridge at Portageville, and two others, all of

the forty-four new structures were built by and personally supervised by the town superintendents. Honing and rut-scraping, reduced of necessity to a minimum, was nevertheless effective and accomplished the desired results. June brush cutting was not up to standard, but during September and October nearly all of the roads were well cleaned. The patrol system, again in use in six of the towns, proved itself an economical investment with gratifying results.

A condensed summary of the year's work shows the construction of 69 new concrete culverts at an average cost of \$108.28; 210 cast iron or steel culverts at an average cost of \$33.38; 2.25 miles of crushed stone town macadam at a cost of \$1,050 per mile; 0.5 miles of crushed stone resurfacing on a gravel road with an oil cover, costing \$1,620; 12.10 miles of new gravel road costing \$583 per mile; 3.79 miles of gravel road resurfacing costing \$680 per mile: 1.5 miles of cinder surfacing costing \$610; 38.2 miles of standard turnpiking; 725 miles of regular honing; 3708 lin. ft. of wood guard railing at a cost of about 15 cents per ft.; 120 lin. ft. pipe rail costing \$15.00; 532 lin. ft. underdrain; 775 lin. ft. of stone fill; 44 new bridges; 41 bridges repaired or reconstructed; 15 new 2 in. by 4 in. plank on edge bridge floors and various danger signs.

# MADISON COUNTY

During the past seven years there have been constructed in the county 706 concrete culverts and 894 cast iron culverts, making a total of 1600 permanent type culverts during that period.

The county road work under sec. 320-a of the Highway Law has been an important feature of the road work of this county and there has been completed 14.66 miles of these roads during the past year; this together with roads already completed give to the county and towns a total of 38.05 miles of good waterbound macadam which averages a little better than 10 ft. in width and has a depth of metal of 9 in. as completed. Of this road there has been 23.4 miles treated with Tarvia B and stone chips and at the present time all of the road is in first class condition. While the weather conditions during the past year have been first class for the construction work, the question of labor has been a serious one and the cost of construction has been greater than it should

normally be; however, the average cost of construction for the past year has been \$4,273 per mile as against \$4,708 for the preceding year, and the work in most cases shows an improvement over the work of the previous year.

There have been 15 concrete bridges constructed with spans varying from 5 ft. to 36 ft. and most of the work is a very high class of construction.

The town of Cazenovia applied Tarvia to a considerable amount of their town macadam with very pleasing results, the work being done with the use of the county oiling outfit.

### MONROE COUNTY

The past year has been a very severe one for the towns of this county; in the first place; the heavy snows of the late winter made a large amount of work in keeping the roads passable; then the floods of the spring destroyed several bridges and many miles of highway, the very rainy spring and early summer prevented the town superintendents from getting at their work at the usual time and together with the scarcity of labor has operated to prevent what would have probably been a record year of road building in this county.

On the whole, considering the adverse conditions, the year has been very satisfactory.

With several new and comparatively inexperienced town superintendents to break in, the towns which were so handicapped have done very good work.

The towns have built 29 miles of macadam road, about 7.5 miles of gravel road. The earth roads have been kept in first class shape. The trees have been trimmed up out of the way and the weeds and brush well cut.

Several of the towns have undertaken the laying of cube pavement, which has been demonstrated effectively in the county and are so well pleased that more will be laid next season; the fact that it does not need a concrete base and does not need experts to lay and at the same time gives a surface which compares favorably with any type of pavement yet devised at considerably less cost than most of them, recommends their use extensively on town highways. The town highways are well shaped and while narrow in some instances are wide enough for the traffic they are called upon to carry, with these roads, well built, well shaped in the first place, they form an excellent base for the surfacing of brick cubes and this is being realized by the towns particularly in view of the continually increasing cost of maintenance of other types of pavement.

Our older type bridges are gradually being replaced with reinforced concrete bridges and culverts and at the close of the year, we have about 400 concrete bridges and about 1080 concrete sluices, or east iron with headwalls in the county.

The town of Mendon built a 52 in. span concrete arch bridge in Honeove Falls costing about \$6,000 and the town of Penfield a three-arch concrete bridge about 50 ft. long at a cost of about \$2,500.

Our faith in the ability of the town superintendents and the supervisors to carry on the business of road building in an efficient and satisfactory manner is stronger than ever.

# MONTGOMERY COUNTY

While the past season has been very bad, and the help very scarce, it was uphill business for the town superintendents to get their spring work out of the way as early as they should, but they did very well considering the late spring, and make a good showing in the building of macadam, concrete culverts.

A system of "county roads" was adopted by the board of supervisors and means provided for beginning construction. Good progress was made with the work, approximately 1½ miles being built in each of the towns and a total of 13.8 in the county. This work will be continued in greater amount in 1917 and in the near future this system taken in connection with the "State" and "County" highways, together with such improvements as are made by the towns, will give the county an improved road system covering all important roads.

The culvert and bridge work was fully up to the previous years, 64 of concrete being built and 75 of cast iron places.

Several new bridges were built all of state standard construction and several plank floors replaced with 2 x 4 inches on edge and covered with tar and gravel.





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## NAUSSAU COUNTY

The work of honing, scraping and ditching of town highways in Nassau county was started in the early spring, and on account of excessive rains was carried well into the summer, when the roads in general were put into very good condition.

Peekskill gravel has been used to a considerable extent, and has been laid to a depth of six inches on an average, and to a width of 16 feet. The scarcity of labor and high pay demanded has in a way handicapped the town superintendents, and also the timely delivery of materials. Peekskill gravel costing two dollars and ten cents (\$2.10) aboard cars at station.

In the town of North Hempstead, the Plandome Road has been rebuilt for the greater part of its length. This being an old water-bound macadam road, it was found necessary to use a considerable amount of new foundation course on which has been builta three-inch mixed bituminous macadam, which up to the present time had some very heavy traffic, and is ironing out smoother every day. The matter of heavy traffic should, I believe, receive very serious consideration on the part of the highway department and the Legislature. (Accompanying this report you will find a supplemental report showing traffic on some of our county roads.) While a large percentage of this traffic is pleasure vehicles, a goodly amount is by heavy trucks, many of which have steel trailers and weigh from five to fifteen and perhaps more tons. The bulk of this traffic is over county roads, and finally spreads out over cross roads to its destination, or goes on through to Suffolk county. In the event of diverting traffic from these roads for repairs it generally goes over some of our town highways, which if not a permanently improved type are subjected to rather rough usage.

# NIAGARA COUNTY

The work of the town superintendent in improving and maintaining the town highways was of a most satisfactory character.

During the year 19 miles of macadam, and 6.25 miles of gravel roads were built; the macadam costing from \$1,400 to 3,300 per mile and the gravel from \$525 to \$800 per mile.

Thirty-five concrete culverts were built at a cost of \$2,400 and eighty cast iron culverts at a cost of \$2,600.

Twenty-two concrete bridges, in all but one instance were built by the town superintendents.

More attention than ever before has been given to the straightening and widening of highways and the reduction of grades.

The following pieces of work are deserving of special mention:

In the town of Lewiston, by a change of location and the construction of about eight hundred feet of new road through a dense forest, the 15 per cent grade on the Dickersonville hill was reduced to a 5 per cent.

In the town of Newfane, the cutting down of Daley's hill, the straightening and widening of the roadbed and the building of a 22 foot span concrete bridge over Hopkins Creek have changed a dangerous condition into a model highway.

In the same town the building of 110 foot span concrete arch bridge over the Eighteen Mile creek on the Ide road, the reduction of grade and the widening of the roadbed forms one of the most important pieces of highway improvement ever undertaken in the county; this work is still in progress, and will, when completed, cost about \$20,000.

The town of Niagara has the distinction of being the only town in the county that found it unnecessary to build a culvert during the year

The town of Pendleton secured a steam roller, and now each of the twelve towns of this county has this well-nigh indispensable aid to highway improvement.

The town of Wheatfield has purchased an additional half acre of quarry land, and is now in possession of sufficient stone to improve all the roads of the town.

The value of road-oil in the maintenance of stone roads is being generally recognized, and during the past year the towns of Cambria, Lewiston, Royalton, Somerset and Wheatfield oiled a considerable mileage of roads with most gratifying results.

# ONEIDA COUNTY

The most wet and backward spring of a generation, following a winter in which the frost penetrated the soil to an unusual depth, naturally continued and increased this condition. Before the weather had become normal again, vegetation had grown so rank





that grading or turnpiking had in general become impracticable. Inevitably, there has been no general improvement of earth roads in the county but a greatly increased expenditure for primary work to keep them passable.

It is financially impossible to improve all the roads of the county at even so moderate a cost as two or three thousand dollars per mile, but if twenty per cent were improved and judiciously located with the view of leading somewhere and connecting up places and improved State and county highways an enormous concentration of traffic on roads capable of bearing it would be secured, especially in bad weather and bad seasons of the year, thus letting up on the dirt roads at precisely the time when they are least able to sustain traffic.

A very large number of permanent sluices have been constructed during the year and some excellent concrete bridge work done.

Where planking on bridges has required renewal it has become customary to replace it with solid floors of treated 2 x 4 inch lumber, which construction is giving general satisfaction as semi-permanent and of great advantage to the structure in reducing vibration.

# ONONDAGA COUNTY

The general plan of improving town roads through the use of gravel or crushed stone surfacing is being handled in a manner that will bring about a more connective system of improved roads. Nearly 100 miles of stone surfacing has been laid down in the towns within a few years and also 75 miles of gravel surfacing. This amount of mileage when connected with other improved roads tends to develop a subsidiary class of roads which will constitute a part of an official system. The desire of town officials to lay down this work in greater extent at a time in a place with larger appropriations is bringing about greater benefits in sections of towns not heretofore developed by improvement of any kind. The 175 miles of town roads heretofore mentioned added to the 200 odd miles of State and county highways and the 130 miles of county road makes up a complement of improved roads in Onondaga county of better than 500 miles or 30 per cent of the total mileage of the county.

Another matter worthy of mention in connection with town highway affairs, is the disposition of the town management to build up to date bridges on lines of road that are to be improved through State or county assistance. Concrete bridges have been installed to meet these requirements and the county highway system has been greatly strengthened through this line of effort. Several concrete arch bridges have recently been constructed of about sixty feet span to meet these conditions. Sluices are also constructed with a view to future improvement. The alignment is accurately established and grade is given in order that the sluice structure maybe constructed to conform to future requirements.

The policy of the previous years has been continued in connection with the town highway work, all phases of which have been handled by town superintendents in a fairly satisfactory manner. High class work of all kinds is specified by the county highway department and information set up in reports is based upon actual measurements and the character of the work cited should in all respects be regarded as accurately described. For a number of years town work has been closely supervised by a representative of the county highway department. Great pains has been taken to lay out the work and written directions have been issued concerning the construction of culverts, bridges and the improvement of sections of town highways through the placing of stone and gravel surfacing. Town men have shown a willingness to work in harmony with this policy and as the newly elected men became acquainted with this practice, the general desire of bringing all work to a common plan, was accomplished with good understanding among all interested officials. In many of the towns, the requirement of the county superintendent regarding the building of thoroughly suitable and up to date bridges and sluices has resulted in a complete rebuilding of such structures so that now in several towns all of the bridges are of up-to-date construction and nearly all of the sluices. This outcome illustrates the possibility of accomplishing a complete overhauling of all the defective bridges in any town within a reasonable period provided town management will adopt a consistent business like plan of improvement and operations.

## ONTARIO COUNTY

The work on highways in the year 1916 was commenced with the expectation of making great progress in road building. The primary work was commenced early, so as to begin the permanent work in season, to devote the greater part of the year to this class of road construction. But on May 16th, the county experienced one of the worst rainfalls and floods that was ever seen in this section. A large mileage of hard surface and earth roads, as well as culverts and several large bridges, were completely destroyed. On account of this fact, it was necessary to cancel a large part of the special work as mentioned in the agreement, and the forces were used to repair the above mentioned damages. The damages in some towns were repaired by midsummer. In other towns, the agreement was abandoned and the whole season was devoted to this kind of work.

The work of this year consists of 6.05 miles of crushed stone macadam and 9.55 miles of gravel macadam with field stonebase, making 16.6 miles of hard surface road, which added to the town highway system, makes 383 miles of hard surface roads in the county, besides 6.3 miles of crushed stone macadam roads have been resurfaced with imported limestone this year; one hundred sluices under five feet, costing \$8,688; one hundred twenty-six iron pipes with concrete headwalls, costing \$4,333; forty-two bridges costing \$17,420.

These bridges are all of permanent type, built with concrete side and wing walls, concrete or creosote 2x4 floors, concrete and pipe parapet.

During the inspection trip with the district supervisor in October, we found several additional bridges which would have to be built next year.

The roads have been cleaned up and are in good condition.

## ORANGE COUNTY

Highway conditions in this county are generally satisfactory. The work of the year has fully equalled that of previous years both in amount and quality, among the noteworthy examples of which may be mentioned the following:

On State route No. 3 below Highland Falls new reinforced concrete slab bridge 16 feet x 22 feet was built.

On State route No. 4 near Central Valley new reinforced concrete slab bridge 22 feet x 30 feet was built.

On same road near Julian's hotel present stone arch bridge was widened and new pipe railings erected.

On county highway No. 95 near Denton, the roadway has been widened necessitating the lengthening of two bridges and new steel work for strengthening of a 24 feet span.

On county highway No. 499, Middletown-Montgomery road, the town of Wallkill built a reinforced concrete arch bridge 84 feet over all.

On county highway No. 449 at Lincolndale new bridge 63 feet long is nearing completion and will be opened in about two weeks.

In town of Montgomery on road No. 499 new permanent creosoted block floor has been laid on Bodine's bridge.

On county highway No. 161 abutment to bridge and new retaining wall have been built.

Sometime has been devoted accompanying Good Roads Committee in securing rights of way on roads Nos. 448, 449, 499.

In addition to above work in the town of Bloomingrove the town superintendent is constructing a 6 foot x 10 foot reinforced concrete slab for widening an existing bridge on county highway No. 449 near Washingtonville. In the town of Cornwall foundations are ready for steel in adding a concrete sidewalk 6 feet x 106 feet to present stone arch bridge. Made survey, profile, etc., for work now in progress in reducing grade from 18 per cent to 9 per cent in town of Minisink near Standard Oil pumping plant. In town of Monroe work is in progress building a change of highway 4,000 feet long near M. C. Migel's farm, he having donated \$1500 for the purpose. In town of Newburgh near Balmville bad turn has been widened. In town of Wallkill a material betterment in grade has been made near Orange county fair ground, private parties contributing \$400 toward improvement. In town of Hamptonburgh new 41 foot span was completed.

# ORLEANS COUNTY

With the exception of two towns, work has progressed very satisfactorily under the town bureau, while the heavy rains of early summer made a great amount of extra work, the town superintendents have handled the situation in good shape.



GRAVEL ROAD FROM QUAKER BRIDGE TO ROBINSON RUN. ALLEGANY INDIAN RESERVATION, CATTARAUGUS COUNTY.

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A brief summary of the important work done in the county shows that about 26 miles of crushed stone surfacing was done at an average cost of \$1,366.67 per mile; three and nine-tenths miles of gravel surfacing at an average cost per mile of \$621; some slag has been used in two of our towns with very satisfactory results. This material is only used where it is necessary to import stone on account of local material being a poor quality of sandstone.

The nine towns (Barre excepted) have during the past year constructed the following culverts: 61 concrete, 26 cast iron pipe, and 24 tile encased in concrete, making a total of 111 culverts.

The primary work has cost somewhat higher than former years on account of heavy washouts in some towns, however, these instances are not frequent.

Thirteen concrete bridges have been constructed in the county the past season, the largest being an arch at Jeddo on the Ridge, on State Route No. 30, extending from Niagara Falls to Plattsburgh, this arch has a six-foot vertical side wall on which is an arch with a 15-ft. radius, the structure is 30 feet long and has a clear roadway of 27 feet. On account of the conditions of the wreck of the old bridge and the poor surface foundation it was expensive work getting started, but a very complete and satisfactory job was accomplished at a cost of \$6,381.18. This work was handled by the town superintendent, it being decided that much cheaper than to contract it.

Eight of the ten towns drew the limit of State aid the past year. The town of Murray tried the first 2x4's creosoted bridge floor in the county, and it looks good; expect more of this work next season.

### OSWEGO COUNTY

Out of a total of 1,714 miles of road in this county, 1,059 miles have been improved to some degree of permanency, since the inauguration of the present system of maintaining highways. The degree of improvement is divided as follows:

State and county highways, 154 miles. Town waterbound macadam, 215 miles. Surfaced with gravel, 348 miles. Three hundred and forty-two miles not included in the above have been shaped and crowned to a standard width of 22 ft. to 30 ft., as occasion and conditions required.

One hundred and seventy-six permanent, standard bridges, varying in length from 5 ft. to 600 ft. and 1,485 permanent, concrete and cast iron culverts have been constructed. All bridges having a span of less than 170 ft. have been constructed under the supervision of the town superintendent, with town forces; larger bridges have been constructed under contract.

A summary of the work performed during the season of 1916 shows that 30.9 miles of town waterbound macadam have been constructed; 166 miles have been surfaced with gravel; 146 concrete and cast iron culverts have been constructed, and 20 concrete bridges having a span of 5 ft. to 40 ft. In addition to the above several light structural iron bridges have been strengthened by the laying of 2"x4" top, with an application of bituminous wearing surface.

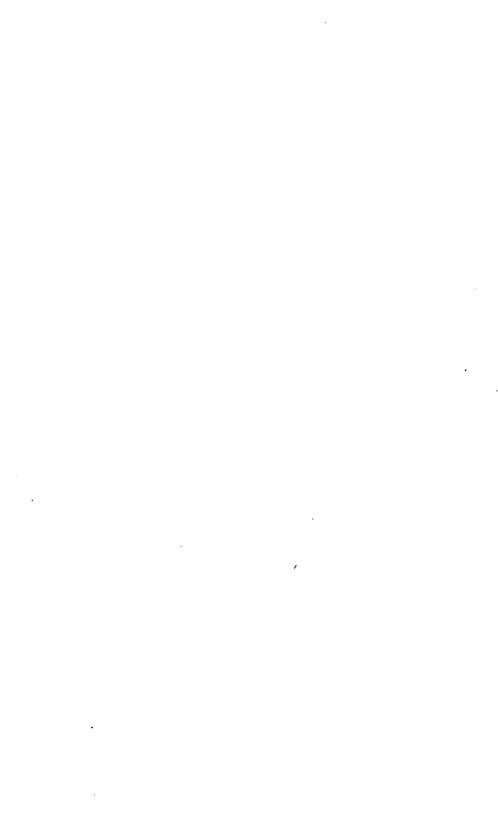
The almost unlimited supply of field and quarry stone, of good quality for road building, distributed evenly over the county, makes it convenient and advisable for each town to own complete crusher plant. At the present time, out of a total of 22 towns, 15 now own and operate such plants. Three additional towns have made proper arrangements and will be fully equipped with crushing plants for the 1917 work.

The opening of the season of 1916 found the town roads in very bad condition, especially those not surfaced with stone or gravel. These conditions were caused by the continuous rains during the last half of the season of 1915 and the unfavorable winter. Dirt roads showed many holes of depressions and small washouts and were badly rutted because of heavy loads having been drawn over them while they were in soft, spongy condition.

The work of repairing primary work during the spring and early summer, was greatly hampered and very expensive, because of the continuous rains.

Thanks to previous experience, town forces were well organized and ready for the work as designated by the agreement between the town board and the town superintendent and while there are several special improvements not entirely completed at





the close of the season, yet we consider this season's work the most successful since the adoption of the present system.

### OTSEGO COUNTY

Notwithstanding the unfavorable weather conditions during the early summer months the roads throughout the county have been kept in very fair shape by the use of light road machines, hones, etc.

There have been many serious washouts on some roads and in the towns where this occurred, a considerable sum of money which was intended to be used for permanent improvements was necessarily used to repair and rebuild such roads. Many of the towns in this county have purchased concrete mixers and the same have been extensively used in the construction of concrete culverts, bridges, etc., and during the next season more concrete culverts and bridges will be built than has been in the past few years.

A fair amount of work of a permanent character has been done by the following towns:

Edmeston.— One mile of concrete road, 14 to 20 feet in width, five inches thick at shoulders and seven inches at center. Local sand and gravel was used; cost of same, \$4,500.

Plainfield.— One mile of crushed stone, ten inches in thickness and eight feet in width, at a cost of \$1,300.

Springfield.—About two miles of crushed stone of twelve inches in thickness and ten feet wide at a cost of about \$2,000 per mile.

Cherry Valley.—About one and one-half miles, six to eight inches sub-base, four-inch top, fourteen feet in width. This work is not entirely completed and figures of cost are not available.

Richfield.— One and one-half miles of crushed stone and gravel, fourteen feet in width and from ten inches to twelve inches in thickness. Several of the other towns have built short stretches, generally using field stone and gravel for the purpose of eliminating bad places in roads.

## PUTNAM COUNTY

Putnam is one of the smallest counties in the State, comprising six townships, with about 500 miles of earth highways. The major portion of the roads are narrow and hilly, and stone abounds in general quantity. The total mileage of improved highways for the county under State aid will aggregate sixty-six, when all the money available therefor is expended, completing only the main thoroughfares running north and south. Therefore, the problem confronting the local officials is how best to proceed to permanently improve the important roads leading to State highways. The recommended solution is to provide the town superintendents with full machinery equipment, and in the future make permanent roads the rule rather than the exception. During the past year special attention has been given to the elimination of sharp curves, widening and sub-basing with field stone portions of the various highways known to be very muddy in fall and Philipstown has added one-half mile to its town macadam, and Southeast with its small stone crushing plant has built one mile of permanent road. Two concrete bridges have been built during the year, and there are three others under construction which are nearly completed. Generally speaking, the town roads throughout the county are in reasonably good condition.

#### RENSSELAER COUNTY

In all of the towns in this county more gravelling has been done this year than before. The road machines have been used less, and the money has been put in gravel. In some places there have been stretches of road built by filling in with stone walls to a depth of from one to three feet and covering with either gravel or broken stone. We have also laid drain tile under the surface of the roads for drainage.

In the town of Berlin there were six concrete bridges built, four of nine foot span and two of thirteen foot span, and from four-teen to twenty-four feet wide, that cost the town only \$1,095.11. This work was done by the town superintendent and his force. He had a concrete mixer and used it. This same town superintendent donated his services to the town. He is planning to get the roads in such shape and condition that the town will not have to throw away a certain amount of money every year, the way they all have to if their work is not of a permanent nature.

The earth roads of the county are getting better every year, and most of them, during the summer, are easier to drive on than our improved highways.

## ROCKLAND COUNTY

The system of town highways in Rockland county has grown to such proportions that more interest is now being taken by the public in the building of town roads, than in the construction of either county roads or State highways. During the year 1916 about 12 miles of waterbound macadam were built by the two towns owning their own stone crushers. All of the roads, now being built in the county have a uniform width of 21 feet with from 12 feet to 14 feet of metal averaging 8 to 10 inches in depth. These roads are being built in three courses, each course thoroughly rolled with a ten-ton roller binder of sand and water. The average cost of these roads per mile is \$3,000.

Much more attention has been paid during the past year to "resurfacing with oil" than in any previous year, Rockland having resurfaced 62 miles with oil of town and county roads. Considerable experimenting was done using different grades of oil and different materials for blotters. Trap rock screenings and lime stone screenings were used, both washed and with the dust; also several miles using bank gravel and several using clean coarse sand. There was also put down about 12 miles using tarvia. In previous years it has been the custom to oil about 8 miles with the 40 per cent. oil; this was found to be merely a dust layer and formed no wearing surface, so this year nothing lighter than a 50 per cent. oil was used. It was found that the heavier the oil used the more attention the road required.

In one of our towns 35 miles of town and county roads were resurfaced and they are to-day as hard and as smooth as a table top. We found it necessary every week to have the town patrolman go over each mile and patch with tarvia KP where slightest wear was visible.

Much attention has been paid also during the past year, to concrete and iron culverts, 47 of which were built during the year 1916. Although this is a decided decrease to the number of culverts built in previous years, plank bridges and culverts are getting to be a thing of the past in Rockland county, and it will only be a year or two before all of the culverts will be permanent.

The county superintendent's office has been at all times, during the past season, in touch with the town superintendents; grade stakes have been set werever macadam roads were being built. Grades on the heavier hills were reduced; rock cuts widened out; and fills made. More attention was paid to this kind of improvement in Stony Point than in any other town of the county, as there have been in this town, for many years, dangerous places where roads ran through rock-cuts on a curve which have been previously avoided on account of expense. Many of these places have been improved during the past season and satisfactory progress in the town has been made, although very little mileage of macadam has been built.

# ST. LAWRENCE COUNTY

Following the plan of previous years, the sections of stone road built during the year were so located at to form connecting links between roads already improved in their own or adjoining towns or extensions of improvements already made.

The various towns of the county during the season built 63.22 miles of crushed stone road, and there had been previously reported 630.31 miles, making a total to date of 693.53 miles. There is a large percentage of this mileage in poor condition, however, and will have to be repaired shortly. There was built during the past season concerte culverts to the number of 201, previously reported 1741, making a total of 1942.

Thirty-three bridges were built, among the larger ones were,—Heuvelton concerte bridge which is under construction, Raymond-ville steel and concerte bridge, DeKalb steel and concrete bridge. A large number of bridges were refloored with 2x4's and covered with tar and stone.

Prison labor was utilized in improving a very bad section of road lying between Sevey and Cranberry Lake. The town of Colton in which the road lies contributed \$500 and by private subscription \$100 was raised to pay the outside expenses necessary to keep the prisoners on the work; the amount available from the prison fund for this purpose not being sufficient. This road is the only route from Tupper Lake across the southern end of the county and was practically impassable for motors except in midsummer. By means of the prison labor three miles were put in first class shape, and graveled ditches were dug, culverts were put in and guard rail erected on other portions of the road so that a similar amount of



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labor next year will put the woods section of the road in excellent condition.

# SARATOGA COUNTY

Corinth.—A certain mountain road in this town had approximately expended \$800 in widening, blasting ditch lines in ledge rock, the removal of many breaks and the placing of cast iron culverts.

Day.—This town has a very small highway fund aggregating with State aid about \$1,100. It is a mountain town and general repairs were all that could be done.

Edinburgh.— Same conditions as those in Day.

Galway.— In this town a gravel road about four miles long is being constructed under Section 320-a. In this town there has also been done a large amount of resurfacing, with gravel.

Greenfield.— In this town 4 8-10 miles of water bound macadam is being constructed under section 320-a.

Hadley.— In this town 61/4 miles of water bound macadam is being constructed under section 320-a.

Halfmoon.— Quite an extensive concrete retaining wall has been built in 1916.

Milton.—This town is building 1½ miles of improved gravel road under section 320-a.

Northumberland.— This town has no gravel, the only surfacing material being shale.

Saratoga Springs.— About 40,000 gallons of oil used on the gravel roads of this town in 1916.

Stillwater.—A 2.4 floor placed on the bridge crossing the Hudson river at this point during the summer. The stringers which are of wood, are creosoted southern pine.

Waterford.— Five miles of road in this town resurfaced with gravel, twelve feet wide, eight inches thick.

Wilton.— Culverts are old hot water boilers riveted together. The four miles noted as new town macadam was the material removed from county highway No. 441 when it was recapped in the spring of 1916. Approximately six miles have been surfaced with cinders.

#### SCHENECTADY COUNTY

Road conditions in the county generally are satisfactory. In the town of Niskayuna the roads are nearly all in a satisfactory condition, with an average sum of over \$200 per mile available for town road purposes; the town has surfaced nearly all of its roads not otherwise improved, with sand-clay-cinder surfacing. It is expected that during the coming year every mile of road in this town will be improved. During the year 10 concrete culverts were constructed at a total cost of \$131.

Glenville.— Road work in this town has not been entirely satisfactory. The  $9\frac{1}{2}$  miles of oil-gravel roads in the town were fairly well cared for, but the earth roads generally are badly rutted and show a lack of attention. 36 concrete title culverts were placed at a total cost of \$334 and several bridges were refloored with 2x4 lumber with asphalt surfacing.

Rotterdam.— Has about \$140 per mile available for road work. The roads have been for the most part well kept, and culverts in good condition. During the year the town has undertaken to construct a stone road on the Hotaling hill, Curry road, the grade and culverts are completed but only 700 ft. of the road surfacing is in place, the county has appropriated \$2,000 from automobile receipts to apply on this work. 900 ft. of gravel macadam has been completed on the Schermerhorn road and 27 concrete culverts were constructed at a cost of \$611.45.

Princetown, having available only about \$50.00 per mile for road work has maintained the best earth roads in the county. There are a few miles of road in the northern end of the town that need attention, but the town superintendent has replaced all the four culverts this year and is in position to grade these roads properly next year. 26 concrete culverts were placed at a total cost of \$373.

Duanesburg, with \$65 available for town road maintenance and construction has its large mileage in fair condition, and has also constructed one mile of macadam road on the Alexander hill and the Owens road at a cost of about \$1,500. The town has built two concrete bridges during the year at a cost of about \$300 each. The town has also constructed four large concrete culverts and forty smaller ones.





## SCHOHARIE COUNTY

During the early part of the past season highway work was considerably delayed by heavy rains coming so close together as to completely stop work for many days, this, in connection with the sudden change to extremely dry weather, causing a hardened condition of the ground, tended to reduce the time for the use of the road machine to the minimum and many miles of earth road which would have been improved in the various towns have been left uncrowned and will have to go over to another season.

The labor problem the past year has also caused town officials much worry, some towns not being able to get sufficient help to use the available funds, this scarcity of labor has also tended to affect the wages, thereby diminishing the results which we were able to obtain in previous years with the same amount of money.

Notwithstanding these disadvantages, road conditions in the county show a decided improvement. About eleven miles of town macadam road has been constructed at an average cost of about \$1,600.00 per mile, average width of metal about 12 feet and depth about 8 inches, widened, straightened and drained, in addition to this about five miles of old macadam has been resurfaced, where towns are equipped with a roller an eight inch sub-base, rolled and filled and covered with a three or four inch top of crushed stone, has been the type of new construction referred to above.

Between five and six thousand dollars has been expended in the construction of concrete culverts and placing of solid cast pipe.

While the amount expended for bridges has not been as much as in previous years, the character of the work, especially on new bridges, remains good.

In addition to the above many creditable pieces of work has been done in the various towns such as underdraining, widening and eliminating dangerous curves, filling and draining low, wet places and reducing heavy grades.

A fall inspection of the county showed a very good class of permanent work with the earth roads generally free from loose stone and showing improvement over last year.

# SCHUYLER COUNTY

During the past year the general road work has been about the same as in the past few years. All of the main roads that are not

improved by the state or the state and county, are in good condition, properly shaped and crowned and drained.

The excessive rains during the spring and early summer months, kept the dirt roads in a bad condition which required a great amount of honing. Of the 761 miles of road in the county there was about 400 miles regularly and frequently honed; this cost a considerable amount of money, but it was well spent.

The town of Dix, this season, has built 1 and ½ miles of road with a 6 in. local stone sub-base 10 ft. wide, stone thoroughly rolled in place with a 3 in. top of No. 2 & 3 stone from the crusher, this top extending to zero 7 ft. from the center line on each side, and puddled with the screenings, width of the road 26 ft. ditch line to ditch line. This makes three miles the town has built on one road, a very bad clay hill.

The town of Tyrone has built several pieces of the same class of road, excepting the sub-base was 8 inch thick and covered with gravel, this makes a fine road bed and the maintenance cost will be very small. These pieces cost around \$1,800 per mile.

The town of Catharine built 51 rods, stone sub-base with gravel top, material cost nothing and was near the job, this cost about \$300.

140 concrete culverts has been placed in the county, eight of these were built over collapsible forms, the balance was round pipe. Two towns build their own pipe at a great saving in cost.

Some of the towns are using the patrol system and find it very satisfactory.

One of the greatest obstacles we have to deal with is the cutting and removal of weeds and brush; with all the law we have upon the subject it will never be properly done until it is made a town charge.

There has been expended, during the fiscal year, in the several towns in the county, for all classes of highway work the sum of \$47,402.33.

## SENECA COUNTY

The season for highway work in the spring was very unfavorable on account of excessive rains which delayed the finishing of some of our turnpiking. Traction power has been wholly depended upon for turnpiking and with increasing experience

acquired by the workers. There is a great improvement shown in the work. We have worked a good many of the roads from the ditches to the road, thereby adding to the drainage and appearance. In some of the northern towns a large percentage of the highway money has been expended for gravel, crushed stone and cinder surfacings. In the town of Waterloo shop dust or sweepings have been used and are found to work very good on their sand roads. For the construction of bridges and culverts concrete has been used. Except for culverts of small dimensions cast iron has generally been substituted. The use of concrete mixers and collapsible steel culvert forms has greatly aided in the work. In all concrete work state standards have been used and the work performed under the supervision of the town superintendents.

Systematic honing of earth roads has been followed with but few exceptions caused by the necessary dependence on farm teams, their services being required on the farm when the roads were in the best condition for honing, but in spite of a very rainy season, our roads have been in a very smooth condition throughout the year. The patrol system is not in practice on town highways.

There are many light steel frame bridges with plank floors, five of these floors have been replaced by 2 x 4 lumber of different kinds coated with hot asphalt, set on edge and spiked together and gravel or limestone screenings used for a wearing surface.

Special efforts have been made towards the removal of weeds and brush and also the removal of loose stone from the highway and approaches to bridges and culverts have been kept up to grade throughout the year.

## STEUBEN COUNTY

The heavy floods of last spring and summer completely changed the order of highway work for the season in this section. Restoring roadways and replacing bridges has occupied most of the available forces. Several towns have raised large amounts for extraordinary repair funds for the purpose of repair work. In a few towns such a large amount of bridge work was done that there is quite an amount of balance left in the highway fund.

Culvert work shows fair progress as there are now 28 towns making good substantial reinforced concrete pipe in sizes from 12 to 36 inches and there have been placed of these, 1,237 culverts, together with 54 of iron in the county during the year.

The scason's permanent improvements are stone roads, with county aid in the towns of Avoca, Cameron, Campbell, Fremont, Caton, Greenwood, Rathbone, Wayland, Wayne and West Union. Owing to late start and scarcity of laborers, none of these are completed, so that mileages and cost cannot be given.

Nearly all new bridges are of reinforced concrete and construction, work done by town forces.

There was expended during the year for highway work in this county in all funds \$257,326.43 and with balances and appropriations there will be a good fund for next year's work.

Although the season has been a discouraging one and it will take another year to restore the highways of several towns, it has emphasized the need of better ditches, more and larger culverts and more substanial bridge foundations.

# SUFFOLK COUNTY

Natural conditions in the county differ radically from those of any other county in the state, with but a small amount of local material which can be utilized in road improvement. Oiling both sand and gravel roads has been practiced to the greatest extent in this county of any in the state, and excellent results by means of this treatment are shown.

The oiled gravel and dirt roads in the county have been kept in excellent shape this year, several of the towns using a modified patrol system whereby the roads were kept in constant repair and very satisfactory results obtained.

East Hampton has constructed a 16 foot wide 8 inches to 12 inches thick cinder roadway along Napague Beach from Devon toward Montauk, a distance of four miles at an average cost of \$1,500 per mile exclusive of cost of cinders, and work is under way on the balance of the roadway about one mile longer to be completed by December 1, 1916.

This is a greatly needed improvement, as the former trail, as it was, was through heavy sand which at times was impossible and vehicles were forced to resort to such stretches of brush as might be out of water.

Particularly fine work has been done in the construction of concrete roads in five towns, over eleven miles being built during the

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year, all high grade work. An especially noticeable feature is the evenness and smoothness of the surface at the expansion joints.

Several difficult intersections are also worthy of special mention, some hard problems in this line being worked out by the town superintendents in a way which entitles them to a great deal of credit.

## SULLIVAN COUNTY

The road work for 1916 in Sullivan county was begun with an almost an entire new force of town superintendents in charge, and hardly one of these gentlemen had any previous experience in road building of any kind.

Notwithstanding this fact there were twenty-seven miles of hard surfaced roads built during the year, and the construction was very satisfactory. In fact every year shows marked improvement in the building of macadam roads in this county. Much resurfacing of macadam roads was done this year.

The dirt roads received the same attention as usual, but the wet season and increased automobile and auto-truck travel are making it next to impossible to keep dirt roads that are main thoroughfares in anything like first-class condition. But as every successding year sees stretches of macadam taking the place of these dirt roads it is only a matter of a few years when all villages in this county will be connected with hard surfaced roads.

The town of Forestburg constructed two miles of macadam (a connecting link) under an appropriation of \$6,000 which was voted by the people at a special election last year.

The building of sluices in the several towns was carried on with the same vigor as in previous years.

A few permanent bridges were built.

As a whole, the results of this year's road work in the county are very satisfactory.

# TIOGA COUNTY

General highway conditions in this county continue quite good. The soil, mostly clay and gravel, is very good for road building purposes. There are in the county 1,065 miles of road; of these 64.15 are improved highways built by the State, the remainder are, for the most part, dirt roads. No roads have been constructed

under sections 320 and 320-a, and only a few short pieces, here and there, of town macadam or gravel roads have as yet been built. However, the towns are doing more of this work each year. The towns are well provided with machinery, all but one having steam rollers.

There have been constructed during the year 350 permanent culverts, at a total cost of \$5,581. These are mostly concrete tile, only a small amount of cast iron pipe having been used. Some of the towns have been quite backward in the matter of sluices; however, three of the backward ones have this year bought forms for making concrete tile and in the future will do whatever of this work may become necessary.

In spite of the difficulty of obtaining steel and reinforcing material a fair amount of bridge work has been done; 25 bridges have been rebuilt this year. They are all spans under thirty feet and were constructed of steel and concrete. The work, with two exceptions, was under the supervision of the highway superintendent and done in a substantial and workmanlike manner. In addition to this, nine bridges have been refloored with 2 x 4's. The first floor of this kind was put on three years ago and so far has given good satisfaction.

# TOMPKINS COUNTY

This county has done well this year, the late fall making up for the wet backward spring.

537 miles of stone road were built, ranging in length from 150 feet to one mile, and from filled subbase to complete water-bound macadam, entailing an expense of \$11,706.81.

Also 1.95 miles gravel road shouldered and well rolled in place.

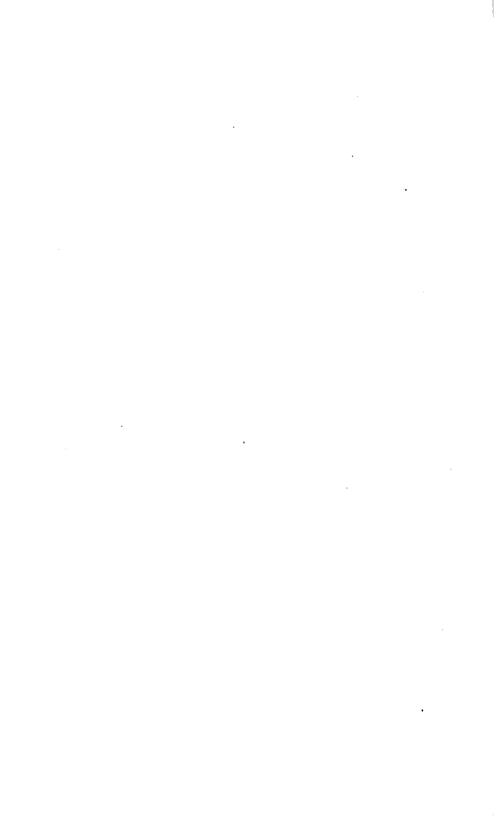
33 culverts were built in the worst places and largest size permissible. 182 cement tile sluices (our own make) and reinforced sizes 12 inches — 15 inches — 18 inches.

Built 22 bridges, 20 of which were built entirely by the town superintendents, of concrete. One plate girder and one truss with concrete floors and wheel guard.

\$34,434.11 of the total amount, \$70,702.95, used in highway and bridge was spent in permanent work.



SUFFOLK COUNTY, TOWN OF ISLIP. CONSTRUCTING CONCRETE ROAD UNDER DIRECTION OF TOWN SUPERINTENDENT.



## ULSTER COUNTY

General highway conditions in this county are satisfactory, more particularly so in view of the extraordinary climatic conditions, also difficulty in securing efficient labor.

The town of Hardenburgh has started improving its main highway with the assistance of funds contributed by local residents, such residents having incorporated for the purpose of carrying out the work under the direction of the town authorities.

The town of Saugerties is now constructing a concrete-steel bridge, cost about \$8,000.

The town of Wawarsing has constructed this year four miles of a ten-mile stretch of town macadam, provisions for which were made by bond issue of \$20,000. This town has also completed the construction of a new steel bridge, costing about \$12,000. Plans are also under way in this town for the construction of a new steel bridge, span 118 feet at Honk Hill — cost in the neighborhood of \$10,000.

The town of Shawangunk has completed a series of reinforced concrete arches to replace old wooden covered bridges — cost \$30,000.

The town of Ulster. Plans are being prepared to replace the present structure, between this town and the city of Kingston, cost in the neighborhood of \$8,000.

The portion of the highway constructed by the City of New York around the Ashokan Reservoir, in the town of Olive, Marbletown, Hurley, Kingston and Woodstock, has been completed during the current year.

Several towns have continued their operation of constructing town macdam highways with town machinery. Culverts and bridges constructed in this county are bing designed with a view of future traffic (fifteen tons) and along architectural lines to meet local conditions.

There is a very evident desire on the part of the several town superintendents to comply with the provisions of the Highway Law and rules and regulations of the Highway Commission, and to bring about conditions which are not only complimentary to themselves but to the general scheme of highway administration as well.

### WARREN COUNTY

The highway work in Warren county for the past year has been one of steady progress, while still hampered by the lack of machinery, such as crushers, rollers, etc. Much attention is devoted to the building of permanent culverts and sluices, and rebuilding bridges to carry the increasing burden of modern traffic.

During the past year there was built 101 concrete culverts at an average cost of \$28.24, and 109 steel or iron culverts at an average cost of \$21.70, making a total of 210 permanent culverts under 5 foot span. Of the eleven towns of this county, the poorest town, Thurman, built 58; Johnsburg 36 and Stony Creek 28.

There has been built seven bridges between 5 foot and 20 foot span, and one between 20 foot and 10 foot span. All new bridges have concrete floors, and a safe carrying capacity of 15 tons.

The town of Queensbury has built 2.81 miles of town macadam at an average cost of \$1,203 making a total mileage of 15.21 miles. Also they have built 2.69 miles of gravel road at an average cost of \$584 per mile.

Uniform pay days have been established, and have had the effect of reducing the amount of the snow bills in many of the towns of the county.

Convict labor has been used with success in building about three miles of highway in the town of Thurman, and it is hoped to do more of this work the coming year.

If all the towns of each county were required to make up a list of supplies such as culvert pipe, plows, hones, road machines, I-beams, etc., which would be needed for the coming road year, the above list to be made at the same time the town superintendent's estimate was acted upon by the town boards, and bought of the lowest bidder, and then distributed among the several towns of the county, better results could be obtained and a considerable saving made, and a better grade of materials, and a uniform price to all towns, and an average of buying in large quantities; conditions under the present system of each town for itself cannot obtain.

### WASHINGTON COUNTY

A very interesting feature of this year's work has been the improvement on the Comstock-Greenville road made by utilizing prison labor.

This work was late in starting, about the middle of August and ended November 15, an average of 30 men and five teams being employed.

The section improved was probably the most expensive to improve of any on the road, a large amount of grading being necessary which was of a difficult character and made slow work. A sub-base of field stone filled with gravel and thoroughly rolled was laid on this, a two inch levelling course was spread on this and rolled, then a 3 inch course of No. 3 stone filled with screening and thoroughly puddled was then laid and a light wearing course of No. 1 and No. 2 placed over the top.

In spite of various mistakes and delays a good showing was made and the fact thoroughly demonstrated that it is possible by this plan to get an excellent road for little money.

Plans are now being made to enlarge on this work next year and a rock gang is now working preparing stock so that the delay in getting stone which was a considerable hindrance to the work last year may not occur next.

The general condition of the earth roads is satisfactory and fair progress is made in the matter of crushed stone or gravel surfaced roads. The board of supervisors is considering a system of "county roads" and work on this will probably begin next season.

A large amount of bridge work of excellent quality has been done, Green-Easton, Fort Edward and Jackson taking the lead in this with an expenditure of about \$75,000 for new construction. The largest bridge built by a town superintendent was the Riverside bridge in the town of Greenwich. The foundation work was very difficult as it was necessary to carry the excavation to rock. The skill shown in carrying out all parts of the plan reflects much credit on the town superintendent.

The towns generally are keeping up the good work in small bridge building and all new work is up to standard.

### WAYNE COUNTY

Owing to the unusually heavy rain in the spring and early summer there was very little permanent work commenced before the first of July, and some of the town superintendents were bothered in geting help, but most of the permanent work laid out in the agreements was carried out and in some towns more was done. All the towns raised a tax in Item K, that secured the full amount of State aid to the county, and they have levied a tax again this fall that will secure the full amount of State aid for 1917. About half of the towns have raised more money in Item L than was necessary to secure the State aid, the amount varying from \$50 to \$6,000.

There was built in 1916, 21 miles of township macadam at an average cost of \$1,786.93 per mile, making a total of 175 miles. Resurfaced 11 miles with crushed stone at an average cost of \$412.38 per mile, built 36 2/10 miles of gravel road at an average cost of \$691.63 per mile. Resurfaced five miles at an average cost of \$410.61 per mile, making a total of 428% miles.

Fifty-four concrete culverts were placed at a cost of \$76.83 each. Seventy-four cast iron culverts were placed at a cost of \$27.94 each. There has been placed in the highways 37,814 yards of gravel. There has been 4,481 feet of tile drain placed in 1916, making a total of tile drain of 45,074 feet.

There were 201 miles regularly honed. Several of the towns have adopted the town patrol system, and in every instance they are well pleased with the results.

All towns have steam rollers, crushers, bins, etc. and are well equipped with road machinees, wheel scrapers and necessary smaller tools. Several have collapsible forms for building culverts, and five have concrete mixers.

The town superintendents have organized a Town Superintendents Association, which meets three or four times during the winter months to discuss all classes of road building, bridge and sluice construction and the best class of machinery and its uses. They have very interesting discussions from which they learn from each other's experience and thereby have a more uniform class of work throughout the country.



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Fifty-four concrete culverts were built and 74 of cast iron placed. The old culverts are being rapidly replaced by permanent structures, and the time is near when this class of work will be furnished in the entire county and the item of culvert expense eliminated.

Fifteen new bridges were built and several floored with 2 by 4's covered with a bituminous cushion.

### WESTCHESTER COUNTY

All of the highways in this county suffered a severe set back during the last winter owing to the heavy falls or snow. With the melting of the snow and the waterfalls of snow. With the melting of the snow and the waterways clogged, the snow water percolated into the foundations of the highways leaving them soft and spongy. As a result of this, the first heavy vehicles passing over the roads in the early spring broke through in many places, leaving many of the highways throughout the county in a worse condition than they have been in many years.

An inspection of the county showed that the roads built with a subbase bottom course were not the ones to break through. This seems to show conclusively that all roads should have a good, heavy foundation, such as subbase bottom course gives. The frost penetrates quite deep, and when this comes out in the spring leaves the roads so porous that they will not hold up under heavy traffic unless there is a good heavy foundation. These places were soon repaired by patrolmen, with additional help, and all the highways were again put in fair condition.

At the present time, many of the highways which have been surfaced with a bituminous macadam during the last five or six years are very rough and in need of resurfancing. This is particularly undesirable on the more important highways and tends to show that it is not good economy to use construction of this type on many of the roads of this county which carry an exceptionally heavy traffic. It is believed that covering a period of twenty-five or thirty years pavements of the more permanent type, such as vitrified brick, asphalt block or concrete, would prove to be the cheapest type of construction to employ on roads carrying this class of traffic.

The town roads, taken as a whole, are in better condition than ever before. Of course, there are exceptions, especially in towns where more important highways have been under construction and the less important roads have had to carry the heavy traffic, for which they were not designed. Permanent work has been done in all of the towns, and each year finds the conditions materially improveed over those of the previous year. Curves have been straightened, grades lessened and roads surfaced with material of a more permanent nature.

To rebuild no more wooden bridges is almost unanimously adopted by all the town superintendents. As a bridge becomes in need of replanking or girders need strengthening a reinforced concrete structure is erected in its place. By doing this, all of our streams will, in the very near future, be covered with permanent bridges and the bridge item in the towns will be almost a negligible quantity.

### WYOMING COUNTY

Primary work was started early throughout the county, each town superintendent seeming anxious to get this class of work done and be ready for special improvements.

Apparently, the money spent on early work was lost, except that expended on culverts or bridges, on account of the heavy rains and the flood of May 16th, and the floods following that date. Roads were washed and torn up, culverts swept out by the hundred, bridge abutments were undermined and the whole structure carried down the stream, leaving nothing but a mass of twisted steel or broken concrete scattered along its course.

Thousands of dollars have been expended to repair the damage done to the roads, including culverts, and thousands more have been expended on bridges completely washed away.

Nevertheless, the repair work is not finished in the towns of Bennington and Middlebury yet, and if conditions are found as good one year from now as they were before the floods, it will be all that these towns can be expected to accomplish.

The special work as provided in the 1916 agreements was not carried out fully in the towns of Attica, Bennington, Middlebury, Perry and Sheldon, it being necessary to use the money to repair washouts, etc.

The other towns took care of the damage with the reserve fund or certificates of indebtedness, but there was not the permanent work done in any town that would have been had the weather conditions been different up to July 1st.

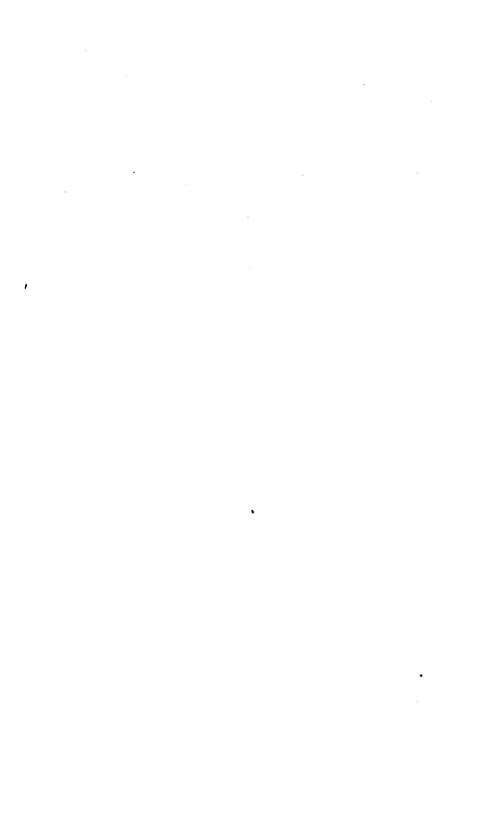
Upwards of five miles of new macadam was built together with considerable resurfacing of old road. 98 concrete culverts and 123 of cast iron were put in, which, together with the bridge work made necessary by the floods made an unusually large expenditure for this purpose.

### YATES COUNTY

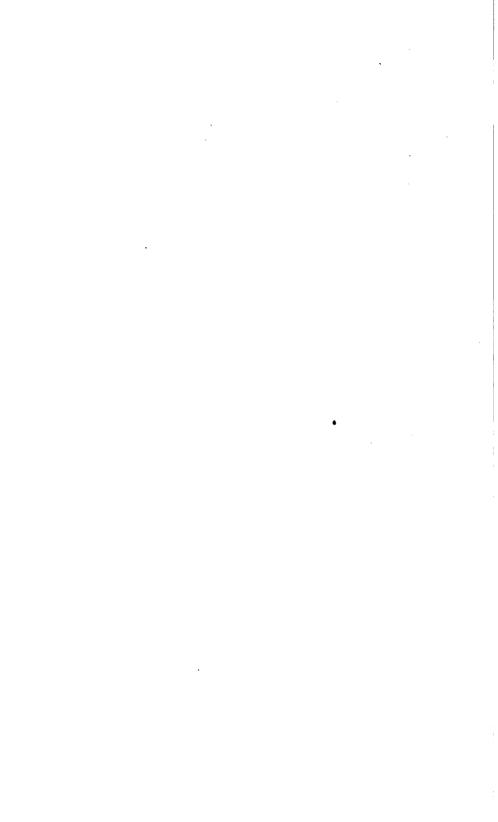
Highways, as a rule, have been kept in good condition, by keeping center slightly crowned, forcing water off from and away from beaten track. Honing in most towns has preserved a smooth surface, after wet season was over. Early spring rains made work late, and costly, some roads requiring repairing several times following severe rains.

Twenty-two concrete culverts and 133 cast iron ones were built during the season. Two concrete bridges, one 8 foot span and one 16 foot span were built. In one town .6 mile of cinders were used as a surfacing at a depth of 6 inches, making a good road throughout the year.

In three towns macadam roads with a six inch subbase of field stone with three inches of crushed stone for top were built. In one town about two miles of gravel road, some portion of same was of field stone base, was constructed. Macadam ranged in cost from \$3,000 to \$5,000 per mile. Three towns have steam rollers, and one town owns a steam engine. Gasoline tractors or steam engines are used for grading. Removal of snow was a large item in some towns the past winter, varying considerably in cost in different localities. While it is necessary at times to expend in this class of work, a reasonable amount, it requires prudence and good judgment on the part of those in charge, to keep within bounds that will be prudent and just to all, and yet not burden the people with excessive outlays for this class of work. No patrolmen on town highways; this work is cared for by town superintendent.









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ALBANY COUNTY - RECEIPTS

Total amount received for all highway purposes	\$116,853.20
Amount collected and appropriated as and a steel for snow and miscellaneous purposes	\$635 91 3.352 55 3.079 18 1.324 16 7.51 14 3.192 83 1.102 27 3.962 30 819,041 15 \$116,853
Amount collected and appropriated for the purchase, repair and storage of machinery and tools	\$52 275 275 275 275 330 330 330 330 337 377 377 377 377 377
Amount collected and appro- priated for bridges	\$3, 438 95 4,1113 74 4,117 04 400 00 2,113 73 1,722 16 1,558 12 1,035 68
Total available for high- ways in 1916	21, 854 65 112, 283 89 21, 583 25 4, 563 00 3, 012 84 5, 022 84 6, 051 94 6, 051 94
Amount received as State aid	\$2,250 \$2,250 \$3,450 \$4,450 \$0,000 \$1,250 \$0,000 \$2,845 \$0,000 \$2,845 \$0,000 \$2,845 \$0,000 \$2,845 \$0,000 \$2,845 \$0,000
Amount collected and appropriated for highways	25. 26. 26. 26. 26. 26. 26. 26. 26. 26. 26
Balance on hand from previous	\$104 65 2,463 89 2,463 88 433 46 133 31 310 805 80 805 80
Valuation per mile as basis of State aid	251 69 232 111 102 34 102 34 76 53 124 41 24 41 25 45 3 60 3 60 43 30
Valuation of towns outside of villages, including county and State equalisation	\$6,978 45 36,978 45 36,978 45 18,4810 438 18,4810 438 13,989 08 13,989 70 6,083 81 6,063 83
Num- ber of miles of high-	135 1009 1127 136 116 116 1002
TOWNS	Berne. Bethlehem Coeymans Colonie Gulderland Knox New Soctland Renseelserville Westerlo
Num- ber of towns	

Albany County — Expenditures

Total expenditures for all highway purposes	90 228,877
Balance in miscel- lancous fund	\$29 63 200 64 106 49 15 71 315 27
Other miscel- laneous purposes	\$316 30 188 05 28 05 28 05 107 00 150 87 57 21 52 7 21 52 6 75
Removal of obstruc- tions caused by snow	\$289 98 8,1844 50 1,324 81 1,428 67 3,192 83 1,045 06 8,1045 06
Balance in machinery fund	\$20 15 287 34 67 25 36 75 295 87 62 88
Purchase, repair and storage of ma- chinery	\$33 52 74 74 74 74 74 74 74 74 74 74 74 74 74
Balance in bridge fund	\$247 90 1,614 17 3,604 17 3,604 17 207 45 1,522 97 319 10
Construc- tion and repair of bridges	\$3.191 05 6409 56 6409 56 6400 00 2,109 16 1,514 74 1,516 83 1,568 83 7,168 83 7,168 83 1,124 16
Balance in highway fund	\$335 99 1,336 06 2,854 00 2,577 70 347 09 347 09 769 05 401 91 720 37
Repair of high-ways, including materials and rental of ma-chinery	84, 518 66 10, 545 54 7, 117 845 54 7, 117 805 46 3,915 91 7, 965 63 4,620 93 6,322 67
TOWNS	Berne. Bethlehem Coeymans Colonie. Guilderland New Scotland Renaselaer Weeterlo.
Num- ber of towns	

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Total amount re- ceived for all highway purpose	225 226 227 237 237 238 238 238 241 241 241 241 241 241 241 241 241 241
Amount collected appropriate at the form and miscellance purposes	25.65 25.65
Amount col- lected and appropri- ated for the purchase, repair and repair and actuage of machinery and tools	2.2.2.2.2.2.2.2.2.2.2.2.2.2.2.2.2.2.2.
Amount collected and appropriated for bridges	1000 032 1,000 033 1,000 0
Total available for high ways in 1916	\$6.20 \$6.20
Amount received as State aid	1,000 2,000 2,000 2,000 1,575 1,575 1,400 1,200
Amount collected and appropriated for highways	2, 2, 3, 3, 3, 4, 4, 5, 5, 5, 5, 5, 5, 5, 5, 5, 5, 5, 5, 5,
Balance on hand from previous year	\$200 30 1933 100 1933 100 120 743 11 20 743 11 20 743 11 20 743 11 20 743 11 20 744 11 20 744 12 20 30 12 20 20 13 20 20 13 20 30 13 20 30 13 20 30 13 20 30 13 20 30 14 20 30 15 20 30 16 20 30 16 20 30 17 20 30 18 30
Valuation per mile as beais of State aid	7.4 4.20 6.20 6.20 6.20 6.20 6.20 6.20 6.20 6
Valuation of towns outside of villages, including county and State equaliza-	445, 797 333, 478 333, 478 333, 478 333, 478 338, 478 626, 632 636, 163 1, 202, 444 1, 348, 549 651, 638 651, 818 661, 818 661, 818 661, 818 661, 818 661, 818 661, 818
Num- ber of miles of high- ways	688 888 888 844 852 852 853 854 855 855 855 855 855 855 855 855 855
TOWNS	Alter Alten Almon Almon Almon Amity Andover Angelies Belinat Belinat Belinat Belinat General Cults wille Cults wille Grewe Granger Hume Independence
Num- ber of towns	011211211212222222222222222222222222222

## ALLEGANY COUNTY -- EXPENDITURES

Total expenditives for all highway	\$200,834 19
Balance in miscel- lancous fund	
Other miscel- laneous purposes	28.88888888888888888888888888888888888
Removal of obstruc- tions caused by snow	### 1990   1990
Balance in machinery fund	24 25 25 25 25 25 25 25 25 25 25 25 25 25
Purchase, repair and storage of ma- chinery	### 1
Balance in bridge fund	\$ 52 5 5 5 5 5 5 5 5 5 5 5 5 5 5 5 5 5 5
Construc- tion and repair of bridges	\$5 \$5 \$5 \$5 \$5 \$5 \$5 \$5 \$5 \$5
Balance in highway fund	\$118 89 89 890 890 890 890 890 890 890 890
Repair of high-ways, including materials and rental chinery	4.400 4.
TOWNS	Alfred. Alma. Alma. Almond. Amond. Andover Andover Andover Belfart Belfart Belfart Belfart Caneader Canterville Clarksville Cl
Num- ber of of	5111415578682282828828888888888888888888888888

### BROOME COUNTY -- RECEIPTS

Total amount re- ceived for all highway purposes		<b>\$</b> 137,305 34
Amount collected and appropriated for show and miscellaneous purposes		\$13,966 62
Amount collected and appropriated for the purchase, repair and storage of machinery and tools	1	<b>54</b> ,362 86
Amount collected and appropriated for bridges	242 2484 2484 2484 2564 2656 2656 2656 2656 2656 2656 265	<b>442, 563 24</b>
Total available for high- ways in 1916		\$76,502 62
Amount Sectived as	2; 11.4 20.25 20.2	<b>\$</b> 32,248 49
Amount collected and sprinced for highways	499 660 22 20 8 8 8 8 9 9 9 9 9 9 9 9 9 9 9 9 9 9 9	\$38,301 91
Balance on hand from previous		<b>55</b> , 952 22
Valuation per mile as basis of State aid	\$7,347 43,662 10,882 10,882 11,899 11,085 11,085 11,085 14,812 14,334 14,334 17,106 5,186	
Valuation of towns outside of villages, including county and State equalization	\$602.499 257.599 257.599 1.383.924 193.974 678.983 678.834 193.974 196.788 196.788 11.006.304 11.006.304	
Number of miles of high-	2822 1822 1833 1833 1833 1833 1833 1833	1437
TOWNS	Barker Binghamton Chemango Coleaville Coultin Dickenson Fenton Karkwood Lisle Manicoke Banicot Triangle Union	Total
Num- ber of towns	841344444482222	

BROOME COUNTY -- EXPENDITURES

Total expendi- tures for all highway purpoees	E 23 044 09	6160,041 US
Balance in miscel- lancous fund	100 60 60 60 60 60 60 60 60 60 60 60 60 6	_
Other miscel- laneous purposes	20 722 20 722 20 723 101 90 236 49 45 336 45 38 108 52 108 52 110	97,000
Removal of obstructions caused by snow	2.288.55.2 2.288.55.2 2.288.55.2 2.28.28.25.2 2.38.28.28.25.2 2.38.28.28.28.28.28.28.28.28.28.28.28.28.28	00#,11 <b>0</b>
Balance in machinery fund	2 16 67 11 11 18 68 11 11 18 69 11 11 18 69 11 11 11 11 11 11 11 11 11 11 11 11 11	12 0700
Purchase, repair and storage of ma- chinery	27.7. 4.2.1.2.2.2.2.2.2.2.2.2.2.2.2.2.2.2.2.2.	
Balanco in bridge fund	242 0.7 286 0.1 1.1 0.8 0.6 1.1 0.0 0.8 1.1 0.0 0.8 1.1 0.0 0.8 1.2 0.0 0.0 1.2 0.0 0.0 2.2 0.1 0.0 0.0 2.2 0.1 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0	10 107'
Construc- tion and repair of bridges	2.8 2.8 2.4 2.8 2.4 2.8 2.0 2.0 2.0 2.0 2.0 2.0 2.0 2.0 2.0 2.0	or 110,000
Belance in highway fund	2, 131 45 68 61 1 45 1 6 1 6 1 6 1 6 1 6 1 6 1 6 1 6 1 6 1	20° 11' 0
Repair of high- ways, including materials and rental of ma- chinery	23.784 02 2.158 96 2.158 96 2.258 837 2.258 837 2.268 83	
TOWNS	Barker Binghanton Chenango Chesville Contein Dickenson Kirkwood Kirkwood Kirkwood Kirkwood Kirkwood Kirkwood Kirkwood Winse	TOTAL
Number ber of towns	86444444444884	_

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Total amount re- ceived for all highway purposee		\$200,352 06
Amount collected and appropriated for snow and miscellancous purposes	1,222 1,222	\$14,606 37
Amount onlected and supporting appropries purchase, repair and storage of machinery and tools	200 200 200 200 200 200 200 200 200 200	\$8,555 57
Amount collected and appropriated for bridges	1,035 1,035 1,041 1,	\$66,451 64
Total available for high- ways in 1916	78 24 24 24 24 24 24 24 24 24 24 24 24 24	\$119,738 47
Amount received as State aid	22,473 873,573 873,	\$41,355 97
Amount collected and appropriated for highways	### 1	\$71.266 97
Balance on hand from previous year	2016 1630 1630 1630 1630 1630 1630 1630 1	<b>\$</b> 7,115 53
Valuation per mile as basis of State aid	20.24 20.24	
Valuation of towns outside of villages, including county and State equalisation	91, 819, 145 978, 890 978, 890 978, 890 978, 890 978, 890 978, 175	
Num- of miles of high-	255128882222222222222222222222222222222	1,967
TOWNS	Allegany Abhord Cola Spline Cola Sprine Cola Sprine Cola Sprine Conewango Dayton East Otto Est Otto Eranklinville Franklinville Franklinville Freedom Great Valley Hunghrey Hunghrey Leon Little Valley Hunghrey Machine Machine Machine Perrysburg Perr	Total
Num- ber of towns	388888888888888722222288888888888888888	

# CATTARAUGUS COUNTY — EXPENDITURES

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Total expenditures for all highway purposes	\$183,681
Balance in miscel- lancous fund	\$5.4 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0
Other miscel- laneous purposes	\$27 \$23 \$23 \$25 \$25 \$25 \$25 \$25 \$25 \$25 \$25
Removal of obstruc- tions caused by snow	2577 260 686 260 686 260 686 260 686 261 686 261 686 262 686 262 686 263 686 264 786 265 686 265 68
Balance in machinery fund	25.28 25.28
Purchase, repair in storage of nus- chinery	200 200 200 200 200 200 200 200
Balance in bridge fund	25 502 225 502 225 502 1,036 78 1926 55 162 0 0 0 2 18 58 2 18
Construc- tion and repair of bridges	2.035 6.
Balance in highway fund	\$1,437 96 873 96 07 128 86 07 128 86 07 128 86 07 128 86 07 128 87 128 8
Repair of high- ways, including materials and rental of ma- chinery	\$6.50 \$6.50 \$7
TOWNS	Allegany Ashford Carrollton Cold Spring Conewango Conewango Conewango Conewango Est Otto Est Otto Est Otto Ellicotryille Freedon Freedon Himedale Humphrey Lightle Valley Himedale Humphrey Lyndon Mandide Mandide Napoli Napoli Napoli Napoli Cotto Cerry Persa Mandide Randolph Persa Salamanca Salamanca Salamanca Salamanca Salamanca Salamanca
Num- ber of cowns	222222222222222222222222222222222222222

- RECEIPTS
COUNTY
CAYUGA

Total amount re- ceived for all highway purposes	%6 900°	!
	16 225 28 28 28 28 28 28 28 28 28 28 28 28 28	<u>.                                    </u>
Amount collected and appropriated for snow and misoellaneous purposes	1,342 1,907 1,907 1,907 1,907 1,717 1,717 1,371 1,008 1,507 1,507 1,507 1,507 1,507 1,008 1,007 1,00 1,00	
Amount collected and appropriated for the purchase, repair and storage of machinery and tools	25.5 25.5 25.5 25.5 25.5 25.5 25.5 25.5	
Amount collected and appro- printed for bridges	23.130 23.138 23.138 23.138 23.138 24.23 25.138	_
Total available for high- ways in 1916	7 88 98 07 7 1072 28 1	
Amount received as State aid	1. 650 00 7.88 980 1.376 71 7.072 1.376 71 7.072 1.376 71 7.072 1.376 71 7.072 1.376 71 7.072 1.376 71 7.072 1.376 71 7.072 1.376 71 7.072 1.376 71 7.072 1.376 70 70 70 70 70 70 70 70 70 70 70 70 70	
Amount collected and appro- priated for highways	\$6.00	
Balance on band from previous year	25.2 24.2 24.2 24.2 25.3 25.3 25.3 25.3 25.3 25.3 25.3 25	
Valuation per mile as basis of State aid	219.279 211.779 211.2806 112.806 114.087 114.087 116.335 116.3	_
Valuation of towns of towns outside of voltages, villages, including county and State equalisation	1,132,524 1,132,534 1,132,534 1,092,632 1,092,632 1,092,632 1,092,632 1,132,144 1,132,144 1,132,340 1,106,695 1,006,	_
Num- bigh- bigh-	245521225555555555555555555555555555555	_
TOWNS	Aurelius Brutus Cato Cato Cato Cato Cato Cato Cato Cato	
Num- ber of towns	888988888888888888888888888888888888888	-

CAYUGA COUNTY — EXPENDITURES

Tota expendi- tures for all highway purposes		\$208,555 33
Balance in miscel- lancous fund	\$134 \$2 47 \$2 47 \$2 60 \$2 50 \$4 21 \$3 01 \$3 90 \$4 50 \$4 50 \$6 br>\$6 50 \$6 br>\$6 \$6 \$6 \$6 \$6 \$6 \$6 \$6 \$6 \$6 \$6 \$6	\$597 29
Other muscel- lancous purposes	28 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2	\$2,898 38
Remova of obstructions caused by snow	\$1,297 20 1,047 55 1,047 55 1,1846 11 1,1846 11 1,184 20 1,579 60 1,150 27 1,505 98 1,016 12 1,016 12 1,002 33 1,002 33	\$26,048 49
Balance in machinery fund	\$88 09 4 52 4 52 13 628 13 628 70 68 70 68 70 71 54 32 77 83 77 83 77 83 77 83	\$782 16
Purchase, repair and storage of ma- chinery	23.56 4.72.56 4.72.56 4.72.56 5.56 5.56 5.56 5.56 5.56 5.56 5.56	\$7,009 28
Balance in bridge fund	\$57 27 153 258 263 258 263 258 263 532 263 532 273 273 273 273 81 73 81 73 81 73 81 73 82 24 81 73 82 24 81 73 82 24 81 73 82 24 81 73 82 24 83 83 84 74 85 85 86 86 86 86 86 86 86 br>86 86 br>86 86	\$2,010 71
Construc- tion and repair of bridges	\$3 141 36 21 188 27 188 27 188 27 188 27 188 27 188 28 189 28 189 28 189 28 189 28 189 28 189 28 19 189 28 19 189 28 19 189 28 19 18 19 19 19 19 19 19 19 19 19 19 19 19 19	\$15,993 46
Balance in highway fund	22 314 05 2314 05 2414	\$13,150 03
Repair of high- ways, including materials and rental of ma- chinery	\$8.980 07 5.342 07 6.628 85 6.628 85 6.628 85 6.567 23 7.161 23 7.	\$156,606 72
TOWNS	Aurilius Brutus. Cato Cato Conquest Fleming Genoa. Ira Genoa. Ira Monteama. Monteama. Monteama. Monteama. Monteama. Monteama. Monteama. Seringonius Se	Total
Num- ber of towns	10888888888888888888888888888888888888	

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Total amount re- ceived for all highway purposes		\$202,587 35
Amount collected and appropriated for snow and miscellaneous purposes	1.388 11 1.160 55 11 1.50 55 11 1	\$16,198 37
Amount collected and appropriate for the purchase, repair and machinery and tools	25	\$9,660 56
Amount collected and appro- priated for bridges	2, 12, 2, 2, 2, 2, 2, 2, 2, 2, 2, 2, 2, 2, 2	\$58,563 15
Total available for high	25	\$118, 165 27
Amount received as State aid	20000000000000000000000000000000000000	\$41,848 88
Amount collected and appro- priated for highways	36, 194, 191, 194, 196, 196, 196, 196, 196, 196, 196, 196	\$69,538 81
Balance on band from previous	20 14 00 20 11 1 375 14 00 20 14 00 20 15 15 16 20 20 15 20 20 20 20 20 20 20 20 20 20 20 20 20	\$6,777 58
Valuation per mile se basis of State sid	20.22 20.22	
Valuation of towns outside of villages, including county and State equalisation	\$355,431 \$42,140 \$42,140 \$6,06 \$6	
Num- ber of miles of high- ways	<b>6228832888488848888888888888888888888888</b>	1950
TOWNS	Arkwight Busti Carroll Charlotte Chautauqua Chentsy Creek Cymer Cherry Creek Cymer Elligot Elligot Rianover Hamoove Hamoove Hamoove Hamoove Riano Mina Riphey Sheridan Sherman Sherman Sherman Sherman Villanova	Total
Number of	88232288888888888888888888888888888888	

## CHAUTAUGUA COUNTY — EXPENDITURES

Total expendicures for all highway		\$176,409 77
Balance in miscel- lancous fund	2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2	\$1,206 99
Other miscel- laneous purposes	2888 2888 2888 2888 2888 2888 2888 288	<b>\$3</b> ,530 00
Remova of obstructions caused by snow	1.2577 1.2678 1.0868 1.	\$11,461 38
Balance in machinery fund		\$1,137 55
Purchase, repair and storage of ma- chinery		\$8,623 01
Balance in bridge fund		\$8,023 80
Construc- tion and repair of bridges		\$50,539 35
Balance in highway fund	23 25 25 25 25 25 25 25 25 25 25 25 25 25	\$15,809 24
Repair of high-ways, including materials and rental chinery		\$102,356 03
TOWNS	Arkwright  Busti Carroll Charlotte Charlotte Charlotte Charry Creek Clymer Clymer Dunkirk Elicott Elicott Elicott Elicott Harnony French Creek Garry Harnony French Mina Poland Poland Poland Sherman Stockton Willanova Westfield	Total
Num- ber of towns	22111222222222222222222222222222222222	

## CHEMUNG COUNTY - RECEIPTS

Total amount re- ceived for all highway purpoees	\$75,864.21
Amount collected and appropriated for snow and miscellaneous purposes	\$700 00 \$700 00 \$266 633 \$560 72 \$445 12 \$66 22 \$65
Amount collected and appropriated for the purchase, repair and storage of machinery and tools	\$500 162 88 265 88 265 88 256 88 256 88 266 12 346 14 740 874 87, 276 64
Amount collected and appropriated for bridges	23,000 00 1,300 00 1,301 125 1,201 125 1,201 125 1,134 125 1,134 125 1,136 136 1,136 1
Total available for high- ways in 1916	21,725 73 5,404 41 5,404 41 6,404 41 6,404 41 6,404 41 6,404 88 8,104 88 7,534 89 9,389 12 7,534 89 3,886 12 3,886 12 3,
Amount received as State aid	1, 250 00 1, 250
Amount collected and appropriated for highways	21,219 88 1,229 88 1,229 88 1,229 89 1,220 99 1,
Balance on hand from previous year	\$55 90 17 00 17 00 1, 581 86 2, 832 86 2, 832 86 2, 133 84 5, 272 39
Valuation per mile as basis of State aid	20,180 2,966 14,812 10,381 22,032 22,032 15,021 13,237 18,237 18,237 19,689 1,140
Valuation of towns outside of villages, villages, including county and State equalisation	\$665 067 186 913 1,018 354 382 020 1,079 624 1,101 662 1,007 624 1,107 624 1,456 173 1,456 173 1,456 173 1,456 173
Num- ber of miles of high-	8288820 8288820 878
TOWNS	Ashland Baldwin Big Flatts Catlin Challin Erin Elmira Southport Van Etten Veteran
Num- ber of towns	25 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1

CHEMUNG COUNTY -- EXPENDITURES

Total expendi- tures for all highway purposes		\$65,706 13
Balance in miscel- laneous fund	81 27 28 28 28 28 28 28 28 28 28 28 28 28 28	\$240 71
Other miscel- laneous purposes	\$413 46 194 26 194 26 254 82 5 86 5 86 771 00 27 00 27 82 28 48	\$2,049 69
Removal of obstruc- tions caused by snow	\$285 200 200 200 200 200 200 200 200 200 20	\$3,564 77
Balance in machinery fund	56 50 50 50 50 50 50 50 50 50 50 50 50 50	\$613 04
Purchase, repair and storage of ma- chinery	2416 67 205 49 205 49 200 63 200 63 200 83 201 20 212 97 212 97 22 03	\$3,663 60
Balance in bridge fund	8851 8851 20 20 112 22 47 114 110 274 61 110 54 110 54 114 87 79	\$2,088 77
Construc- tion and repair of bridges	\$2,148 98 1,745 20 1,745 20 1,214 57 31,040 13 1,040 13 1,642 92 2,913 00	\$17,338 40
Balance in highway fund	877 72 226 26 226 26 1,410 60 1,480 68 792 90 364 84 233 68 1,077 07	\$7,245 56
Repair of high-ways, including materials and rental of ma-chines of ma-chines.	\$1,648 08 2251 78 2251 78 25 7	\$39,089 67
TOWNS	Ashland Baldwin Big Flatts Big Flatts Chenung Elmira Erin Horseleads Van Ellen Veteran	Total
Num- ber of towns	138 138 138 141 142 145 145 146 146	

RECEIPTS
VII.
O COUNTY
CHENANG

Total amount re- osived for all highway purposes	202828282835358258258282828282828282828282
Amount collected and appropriated for an anow and miscellanceus purposes	280 280 280 280 280 360 360 360 360 360 360 360 360 360 36
Amount collected and appropriated for the purchase, ropair and storage of machinery and tools	25. 25. 25. 25. 25. 25. 25. 25. 25. 25.
Amount collected and appropriated for bridges	3, 706 51 3, 706 51 3, 706 51 2, 650 51 1, 009 70 1, 109 60 89 1, 119 60 89 1,
Total available for high- ways in 1916	88 98 98 98 98 98 98 98 98 98 98 98 98 9
Amount Proceived as State aid	12. 12. 12. 12. 12. 12. 12. 12. 12. 12.
Amount collected and appropriated for highways	25.00 25.00
Balance on hand from previous year	21 21 21 21 21 21 21 21 21 21 21 21 21 2
Valuation per mile as basis of State aid	######################################
Valuation of towns outside of villages, including, county and State equalise-	2702 753 560 018 560 18 562 703 160 472 1 180 709 1 191 24 30 888 787 888 788 788 788
Num- ber of miles of high- ways	8128223418888825288288288
TOWNS	Afton. Bainbridge Columbus Coventry Coventry German Greene Guilford Lincklean MacDonough North Norwich Norwich Norwich Otteelic Otteelic Pharselia Pharselia Pharselia Phreston Pharselia Phreston Sherbourne Smrthville Smyrna Total
Num- ber of towns	84115525252525555666666666666666666666666

CHENANGO COUNTY — EXPENDITURES

Total expenditures for all highway purposes		\$114,155 24
Balance in miscel- lancous fund	15 48 48 48 48 48 48 48 48 48 48 48 48 48	\$374 20
Other miscel- lancous purposes	88288888844488888888888888888888888888	\$1,408 65
Removal of obstructions caused by snow	\$288 253 129 411 116 73 488 21 22 23 12 23 12 23 12 23 12 23 12 24 25 25 25 25 25 25 25 25 25 25 25 25 25	<b>\$4</b> ,339 13
Balance in machinery fund	22 22 28 28 28 28 28 28 28 28 28 28 28 2	\$818 39
Purchase, repair and storage of ma- chinery	25 129 129 129 139 139 139 139 139 139 139 139 139 13	\$5,246 66
Balance in bridge fund	2, 7,025 4,07,23 86,02 2,712 2,712 2,888 1,238 2,038 2,038 2,038 2,038 2,038 3,03	\$7,035 66
Construc- tion and repair of bridges	2. 2. 2. 2. 2. 2. 2. 2. 2. 2. 2. 2. 2. 2	\$25,377 49
Balance in highway fund	### ### ##############################	\$11,259 83
Repair of highways, including materials and rental of ma-ohinery	25. 25. 25. 25. 25. 25. 25. 25. 25. 25.	\$77,783 31
TOWNS	Afton Bainbridge Columbus Columbus Coventry German German Lineklean Lineklean MacDonough North Norwich North Norwich Norwich Paralia Pitcher Pitcher Pharalia Preston Preston Berton	Total
Num- ber of towns	844488 1555252555555555555555555555555555555	

### CLINTON COUNTY — RECEIPTS

Total amount re- ceived for all highway purposes		\$84,862 58
Amount collected and appropriated for snow and miscellaneous purposes	13.5 88 83.5 13.5 88 83.5 13.5 88 83.5 13.5 83.5 13.5 13.5 13.5 13.5 13.5 13.5 13.5 1	\$11,863 08
Amount col- lected and appropri- aperd for the purchase, repair and storage of machinery	\$25.2 \$25.2 \$25.2 \$25.2 \$20.0	\$3,737 29
Amount collected and appro- priated for bridges	\$357 52 732 86 1,187 86 1,186 00 1,286 00 1,186 80 400 00 200 00	\$9,875 09
Total available for high- ways in 1916	26, 0044 97 9, 0044 97 9, 0044 17 9, 0044 17 9, 0044 17 9, 0047 18 9, 0047 18	\$59,397 12
Amount received as State aid	81.881 81 1,989 00 1,989 00 1,989 00 1,183 80 1,183 80 1,183 80 2,700 00 2,700 00 2,700 00 840 00	\$25,377 00
Amount collected and appropriated for highways	25. 25. 25. 25. 25. 25. 25. 25. 25. 25.	\$32,033 54
Balance on hand from previous year	93.3 34. 99.2 33. 99.2 33. 99.2 34. 99.2 11. 98.14. 98.14. 98.14. 98.14. 98.14.	\$1,986 58
Valuation per mile as basis of State aid	\$5,011 10,585,011 7,957,77,957 7,957 10,141 10,141 10,139 6,582 6,288 6,288 6,288	
Valuation of towns of towns outside of villages, including county and State equalization	8491 108 698 612 771 882 404 770 836 126 1105 455 491 476 491 476 491 476 1114 552 1,316 533 104 1,316 533 104 1,316 533 104 589 164	
Num- ber of miles high- ways	88 88 88 88 88 88 88 88 88 88 88 88 88	1,384
TOWNS	Altona Ausable Bekmantown Back Brook Champlain Chary Chinton Dannemora Ellenburg Moores Peru Plattsburg Saranso Seranso	Total
Num- ber of towns	132 172 173 173 173 173 173 173 173 173 173 173	

CLINTON COUNTY — EXPENDITURES

Total expendi- tures for all highway purposes	2 50 6 53 8 38 6 65 8 14 2 10 1 12 8 14 46 36 6 70 8 6 70 8 70 8 6 70 8 70 8 70 8 8 8 8 8 8 8 8 8 8 8 8 8 8 8 8 8 8 8
Balance in miscel- lancous fund	\$240 18 46 36 25 10
Other miscel- laneous purposos	22 22 28 88 88 80 10 10 10 10 10 10 10 10 10 10 10 10 10
Removal of obstructions caused by snow	\$1,135 58 1,439 10 1,439 10 1,439 10 1,639 40 1,639 40 1,070 738 1,070 738 1
Balanoe and machinery fund	\$230 94 22 15 22 25 22 16 22 16 30 10 30 65 36 65
Purchase repair and storage of ma-	27 52 12 27 62 12 27 62 12 27 62 12 27 62 12 28 28 29 11 147 27 62 11 100 00 00 00 00 00 00 00 00 00 00 00
Balance in bridge fund	\$1,073 84 475 40 15 09 263 17 26 47 26 04 265 04
Construc- tion and repair of bridges	\$357 723 852 7723 852 7723 852 821 821 821 821 821 821 821 821 821 82
Balance in highway fund	\$1 019 98 643 513 19 513 19 847 53 767 60 232 88 232 88 910 910 817 11 816 818 816 818 816 88 886 968 886 968 886 968 886 988
Repair of high-ways, including materials and rented of ma-chinery	\$3 024 99 1 922 07 1
TOWNS	Autona Ausable Backmantown Backmantown Champlain Chasy Clinton Dannemora Ellenburg Moores Pattaburg Seranso Seranso Schwyler Falis
Num- ber of towns	100 172 173 173 174 175 176 178 180 180

## COLUMBIA COUNTY — RECEIPTS

Total amount received for all highway purposes	\$129,650 07
Amount collected and appropriested for show and miscellaneous purposes	8. 042 06 1,315 06 3,455 94 1,315 06 1,315 06 1,173 06 1,173 06 1,258 16 1,258 17 1,258 17 1,500 06 1,500 06 1,500 06
lected and spropri- sted for the purchase, repair and storage of machinery and tools and tools	2531 2501 2501 2502 2502 2502 2503 2503 2503 2503 2503
Amount collected and appropriated for bridges	2.45.99 2.86.29 2.86.29 2.86.29 2.86.29 2.86.29 2.41.80 2.41.80 2.41.80 2.41.80 2.41.80 2.41.80 2.41.80 2.41.80 2.41.80 2.41.80 3.60.0
Total available available ways in 1016	83.707 8.1119 71119 7110 7110 7120 7120 7120 7120 7120 7120
Amount received se State aid	25
Amount collected and appropriated for highways	# 1.4.6.4.4.4.4.4.4.4.4.4.4.4.4.4.4.4.4.4.
Balance on hand from previous year	\$132 85 \$132 85 \$132 85 \$40 977 \$40
Valuation per mile as basis of State aid	810 121 3 868 15 113 16 103 16 103 16 103 16 103 17 103 17 103 17 103 10  10 103 10  10 103 10 103 1
Valuation of towns of towns villages, including ocunty and State equalization	\$8931,152 359,777 1,209,103 1,714,122 1,714,122 1,714,122 1,714,122 1,714,122 1,714,122 1,009,359 1,009,359 1,009,359 1,811,279 1,811,279 1,811,279 1,811,279 1,811,279 1,811,279
Num- bor of miles of high-	25.88.85.25.75.75.88.88.88.88.88.88.88.88.88.88.88.88.88
TOWNS	Austerlits Canaan Chatham Clatham Clatham Clatham Claterant Captan Capta
Number of	200 200 200 200 200 200 200 200 200 200

COLUMBIA COUNTY — EXPENDITURES

Total expendi- tures for all highway purpoers		\$106,479.29
Balance in miscel- laneous fund	\$83 47 10 611 13 14 115 38 607 50 67 50 67 30 10 14 12 20 14 11 81	<b>5</b> 1,427 46
Other missel- laneous purposes	2.88 2.5 2.8 4 4 2 1 2 8 8 2 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	234.5 28
Removal of obstruc- tions caused by snow		\$17,962 17
Balance in machinery fund		\$1.472 60
Purchase, repair and storage of ma-	2324 280 280 1116 450 280 27 280 27 280 27 280 21 280 280 280 280 280 280 280 280 280 280	<b>5</b> 3,513 71
Balance in bridge fund		55, 769 64
Construc- tion and repair of bridges	\$743 25 417 36 1 417 36 1 417 36 1 417 36 1 417 36 1 417 36 1 418	\$14,305 19
Balance in highway fund	\$904 30 40 36 40 36 316 27 1,613 55 1,1418 73 1,313 68 245 79 660 81 660 81 660 81 660 81 197 42 197 42 197 42	\$15,501 08
Repair  Repair  ways, including materials and rental of ma-		<b>269</b> , 362 96
TOWNS	Austerlitz Chanan Chanan Chanan Charban Claverack Claverack Copake Copake Gollatin Germantown Germantown Gremantown Grematown Gremantown Stockport Stuyresant Taghkanie	Total
Num- ber of towns	200 200 200 200 200 200 200 200 200 200	

## CORTLAND COUNTY - RECEIPTS

4-2-	 	±
Total mount re- ceived for Il highway purposes		\$71,545 1
3031	08482888888888888	
Amount collected and and appropriated for snow and miscellaneous purposes	2350 2214 2214 2214 2213 213 207 207 207 201 202 203 203 203 204 204 204 204 204 204 204 204 204 204	₩,275 11
Amount col- lected and appropri- ated for the purchase, repair and repair and machinery and tools	\$112 492 011 492 011 100 00 100 00 477 94 77 94 77 94 78 94 77 94 78 94 78 96 78 96 76 76 76 76 76 76 76 76 76 76 76 76 76	\$4,473 07
Amount collected and appro- priated for bridges	2.701 00 2.701 00 300 11, 455 30 406 88 300 11, 455 30 1, 455 30 1, 455 30 1, 455 30 1, 465 88 1, 569 30 1, 569 30 1	\$11,988 42
Total available for high- ways in 1916	22, 895, 65 6,000 22 3,201 23 13,201 23 1,935, 77 1,935, 77 1,935, 77 1,935, 77 1,536, 73 1,547, 47 2,472, 47 2,472, 47 3,947, 83 3,947, 73 3,053, 07	\$50,808 54
Amount received as State aid	\$880 00 1,800 00 1,376 00 1,376 00 1,080 00 1,080 00 1,080 00 1,080 00 1,080 00 1,426 00 1,426 00 1,426 00 1,426 00	\$19,003 80
Amount collected and appropriated for highways	3,005 28 3,005 28 1,539 67 1,539 67 1,538 00 1,003 20 1,003 20 1,000 00 1,617 00 1,617 00 1,617 00 1,600 00 1,6	\$25,984 40
Balance on hand from previous year	\$513 69 1, 194 97 657 54 258 258 128 69 631 70 631 37 313 67 1192 47 1192 47 1193 47 1194 38	\$5,820 34
Valuation per mile as basis of State aid	50, 135 12, 566 12, 566 13, 5516 13, 521 14, 381 14, 381 16, 305 16, 505 16, 5	
Valuation of towns outside of villages, including, county and State equalisa- tion	\$511,588 1,319,343 221,271 308,420 1,449,516 1,449,516 1,449,251 819,767 327,789 327,789 327,789 327,789 326,841 86,81 570,044	
Num- ber of miles of high-	85588888888888888888888888888888888888	1,037
TOWNS	Cincinnatus Cortandville Cortandville Cuylor Thetown Harford Homer Lapeer Marathon Preble Scott Scott Scott Scott Taylor Truxon Vergil	Total
Num- ber of towns	2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2	

CORTLAND COUNTY — EXPENDITURES

di-di-		22 20
Total expenditures for all highway		\$58,108
Balance in misoel- lancous fund	2 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1	\$368 56
Other miscel- laneous purposes	8141 36 64 748 36 64 748 36 16 67 16	\$836 81
Removal of obstruc- tions caused by snow	8205 8205 820 250 820 250 820 250 820 820 820 820	\$3,069 74
Balance in machinery fund	\$224 889 11 55 11 55 11 32 11 32 2 51 2 51 2 51 2 52 2 52 2 52 2 52 2 5	\$432 71
Purchase, repair and storage of ma-chinery	267 132 267 132 267 132 268 45 38 45 38 45 47 96 64 10 64 10 318 32 68 41 73 40 73 40 14 69	<b>\$4</b> ,040 36
Bajanoe in bridge fund	\$1 45 33 46 403 44 403 46 403 46 300 16 300 16 129 48 129 48 170 410 170 410 122 182	\$1,888 26
Construc- tion and repair of bridges	\$011 181 2.701 00 598 99 296 99 296 70 1,061 76 405 89 243 15 668 50 198 419 668 50 668 50	\$10,100 16
Balance in highway fund	\$628 61 1.540 28 1.06 275 1.06 275 1.06 275 1.461 01 2.50 36 282 58 282 58 282 68 283 68 233 22 233 22 68 32 68 32	\$10,746 84
Repair of highways, including materials and rental of ma-chinery	2. 267 4.459 904 4.459 904 2. 199 657 1. 1. 1. 1. 1. 1. 1. 1. 1. 1. 1. 1. 1. 1	\$40,061 70
TOWNS	Cincinnatus Cortiandville Couler Cuyler Rrestown Harford Lapter Lapter Prestor Prestown Taylor Taylor Virgil	Total
Num- ber of towns	2211 2212 2213 2214 2213 2214	

## DELAWARE COUNTY - RECEIPTS

Total amount re- ceived for all highway purposes		\$177,925 16
Amount collected and appropriated for sirow and miscellaneous purposes	\$1,121 254,672 256,000 256,000 256,000 1,200 1,200 1,200 1,200 1,200 1,200 1,7	\$16,147 94
Amount collected and appropriate for the purely repair and atorage of machinery and tools and tools	25.2 25.2 25.2 25.2 25.0 25.0 25.0 25.0	\$7,309 09
Amoust collected and appro- pristed for bridges	2,555,386 2,556,386 2,560,000 1,886,838 1,886,838 1,186,838 1,186,838 1,197,238 1,197,	\$24,627 30
Total available for high- ways in 1916	4, 380 11, 1088 11, 1088 11, 1088 12, 134 13, 134 14,	52 \$129 840 88
Amount received as State aid	\$\frac{1}{4} \times \ti	\$54,259 52
Amount collected and appro- priated for highways	\$\frac{1}{2}\text{def} \times \frac{1}{2}\text{def} \times \frac{1}{2}\text{def} \times \frac{1}{2}\text{def} \times \frac{1}{2}\text{def} \text{def} \frac{1}{2}\text{def} \fra	\$60,995 37
Balance on hand from previous year	2. 2. 3. 3. 3. 4. 5. 5. 5. 5. 5. 5. 5. 5. 5. 5. 5. 5. 5.	\$5,585 94
Valuation per mile as basis of State aid	8, 816 8, 816 8, 816 8, 816 9, 817 1, 886 7, 7, 886 10, 828 10, 828 10	
Valuation of towns outside of towns outside of towns ounty and State oqualisation	\$712,284 689 920 689 920 1,259 578 830 828 840 645 1,475 110 1,442 777 1,442 777 1,442 777 1,442 777 1,442 777 1,173 680 979 346 445,193 847 679 866,513 896,513 878 866 878 878 878 886 878 878 878 886 878 886 878 886 878 886 878 886 878 886 878 886 878 888 878 888 878 888 878 888 878 888 878 888 878 888 878 888 878 888	
Num- Num- of of high-	282 182 182 183 183 183 183 183 183 183 183 183 183	2,358
TOWNS	Andee Bovine Colchester Colchester Davemport Debostit Perposit Franklin Handen Masonville Mrectight Marchight Middletown Rocksbury Sidnoy Stanford Tompkine Walton	Total
Num- ber of towns	######################################	

DELAWARE COUNTY -- EXPENDITURES

Total expenditures for all highway purposes	10 288 291	
Balance in miscel- laneous fund	25.4 55.4 12.4 55.4 12.6 5	
Other miscel- laneous purposes	24.0 27.426 27.426 27.426 28.6266 28.626 28.626 28.626 28.626 28.626 28.626 28.626 28.626 28.6266 28.626 28.626 28.626 28.626 28.626 28.626 28.626 28.626 28.6266 28.626 28.626 28.626 28.626 28.626 28.626 28.626 28.626 28.6266 28.626 28.626 28.626 28.626 28.626 28.626 28.626 28.626 28.6266 28.626	
Removal of obstructions caused by snow	25.25 25.25	_
Balance in machinery fund	25 22 24 24 24 24 24 24 24 24 24 24 24 24	_
Purchase, repair and storage of ma- chinery	28.08.08.08.08.08.08.08.08.08.08.08.08.08	
Balance in bridge fund	## 17	_
Construc- tion and repair of bridges	2553 28 28 28 28 28 28 28 28 28 28 28 28 28	
Balance in highway fund	\$817.96 1,137.45 1,137.45 1,137.45 2,254.07 2,254.07 1,136.89 1,136.89 1,252.89 1,25	-
Repair of high-ways, including materials and rental of ma-chiners	\$6,704.55 3,252.75 3,252.75 4,559.65 4,559.65 5,504.56 6,076.45 6,076.45 14,237.40 15,598.52 7,598.52 7,598.52 7,598.52 7,598.53	
TOWNS	Andes Bovins Bovins Colchester Davenport Davenport Delhi Franklin Harbersfield Kortright Masonville	-
Num- ber of towns	21322222222222222222222222222222222222	-

## DUTCHESS COUNTY — RECEIPTS

Total amount received for all highway purposes	187,280 73
Amount collected appropriated for steed for miscellancous purposess	\$593 70 1,760 26 1,760 26 2,037 37 2,037 81 1,160 26 1,160 26 1,160 26 1,141 36 1,141 36 1,14
Amount col- lected and appropri- ated for the purchase, repair and storage of machinery	25.0 25.0 25.0 25.0 25.0 25.0 25.0 25.0
Amount collected and appro- pristed for bridges	1,320 22 1,312 22 1,312 22 1,312 23 1,285 20 1,285 20 1,585 20 1,5
Total available for high- ways in 1916	\$5.897.00 \$6.807.00
Amount received as State aid	28
Amount collected and appro- priated for highways	26.000 000 000 000 000 000 000 000 000 00
Balance on hand from previous year	\$178 44 956 32 325 67 178 38 284 18 112 112 88 75 185 186 26 112 2.088 70 467 112 2.088 70
Valuation per mile as basis of State sid	819.008 14.889 18.886 18.886 18.886 10.991 17.174 18.81 18.8
Valuation of towns outside of villages, including county and State equalization	81, 392, 016 802, 934 803, 297 1, 392, 968 1, 393, 298 1, 491, 886 1, 622, 214 1, 425, 207 1, 445, 207
Num- ber of miles high- ways	24288888888888888888888888888888888888
TOWNS	Amenia Bekman Clinton Clinton Clinton Dover East Fishkill
Num- ber of towns	**************************************

# DUTCHESS COUNTY - EXPENDITURES

Total expendition for all highway purposes	75 CA 2	5
Balance in miscel- lancous fund	288 92 268 81 118 43 118 43 118 197 35 197 35 197 35 202 29 202 29	3
Other miscel- lancous purposes	23 25 25 25 25 25 25 25 25 25 25 25 25 25	, 00
Removal of obstruc- tions caused by snow	7497 778 749 779 749 749 749 749 749 749 749 749	10,10
Balance in machinery fund	25 11 8 8 11 1 1 1 1 1 1 1 1 1 1 1 1 1 1	100'1
Purchase, repair and storage of ma-chinery	258 250 250 250 250 250 250 250 250 250 250	30,108
Balance in bridge fund	207 47 207 47 207 47 173 27 173 27 17	Ē
Construc- tion and repair of bridges	1, 320 1, 245 6.25 1, 245 6.25 1, 245 6.25 1, 111 1 1, 111 13 185 1, 111 13 185 1, 121 13 13 18 1, 121 18 1, 121 18 1, 121 18 1,	610,010
Balance in highway fund	21, 200 24, 25, 200 25, 25, 200 20, 20, 20, 20, 20, 20, 20, 20, 20, 20,	917,200
Repair of high-ways, including materials and rental chinery	2, 966 84 2, 941 60 2, 941 60 2, 941 60 4, 51 64 4, 51 64 4, 52 64 6, 52 64 7, 7, 7, 7, 9	ĝ
TOWNS	Amenia.  Beekman Clinton. Clinton. Clinton. East Fishkill Fishkill Fishkill Hyde Park La Grange North East Fowling Fish Plain Powling Fish Plain Fish Plain Fish	T OUBL
Number ber of towns	2525255 2525255 2525255 2525255 2525255 252555 25255 25255 25255 25255 2525	_

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Total anount re- orived for all highway purposes	1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1	82/0, /03 DD
Amount collected and appropriated for snow and miscel-lancous purposes	2,538 2,538	519, 305 36
Amount collected and appropriated for the purchase, repair and storage of machinery and tools	224 225 225 225 225 225 225 225 225 225	10 276, 62
Amount collected and appropriated for bridges	5.5.5.5.5.5.5.5.5.5.5.5.5.5.5.5.5.5.5.	an 121 '994
Total available for high- ways in 1916	8812 8812 8812 8812 8812 8812 8812 8812	181,880 50
Amount received as State aid	######################################	\$50,465 67 \$181
Amount collected and appro- printed for highways		90 \$107,792 98
Balance from hand from previous year		#23, 621 90l
Valuation per mile as basis of State	25.058 8.65.058 8.65.058 8.65.058 115.078 114.026 115.058 115.	<u> </u>
Valuation of forms outside of volume outside of volumes ounty and State oqualisation	3, 775, 486 1, 183, 686 1, 183, 686 1, 183, 686 1, 183, 186 1, 690, 881 1, 690, 881 1, 690, 881 1, 534 1, 534	
Num- ber of miles of high- ways	880 821 821 822 823 823 823 823 823 823 823 823 823	88.
TOWNS	Aiden. Amberst Aurora. Boston. Brant Brant Brant Cheektowaga Cheektowaga Cheektowaga Cheektowaga Cheektowaga Cheektowaga Cheektowaga Cheektowaga Colden Cold	Total
Number of towns	25.55.55.55.55.55.55.55.55.55.55.55.55.5	

### ERIE COUNTY — EXPENDITURES

Total expendi- tures for all highway purposes		4 4 4 9 10 01 9 17 9 18 9 18 9 18 9 18 9 18 9 18 9 1
Balance in miscel- laneous fund		4 40 26 8993 473
Other miscel- laneous purposes	\$6 00 1,839 18 29 18 10 50 75 00 75 00 75 00 75 00 81 82 81 82 355 84 355 84 37 50 87 50 8	
Removal of obstructions tions caused by snow	\$325.70 629.87 700.82 207.84 1,080.50 1,080.50 1,117.73 1	
Balance in machinery fund	\$81 92 158 95 2 57 37 82 563 95 31 01 250 70 13 22 70 05	77 4 77 708 14 57 211 18 92 34 136 69 49 90 49 90 49 90 49 90 49 90 49 90 60 90 60 90 90 90 60 90 90 90 90 90 90 90 90 90 90 90 90 90
Purchasse, ropair and storage of ma- chinery	252 55 55 55 55 55 55 55 55 55 55 55 55	
Balance in bridge fund	\$103 06 52 15 1,220 16 1,678 00 5 29 2,788 04 2,788 04	492 65 15 21 679 77 261 58 9 63 9 61 6 14 175 32
Construc- tion and repair of bridges	2, 25, 25, 25, 25, 25, 25, 25, 25, 25, 2	
Balance in highway fund	1,050 1,052 2,053 1,050 1,050 1,010	
Repair of high- ways, including materials and reutal of ma- chinery	24 731 36	
TOWNS	Alden Amberst Amberst Boston Brant Clarence Colden Concord Concord East Hamburg Eden	Grand Island Hamburg Hamburg Holand Lancaster Marilla Norrit Collins Sardina Tonawanda Wales West Senece
Num- ber of towns	266542221008842655 266542221008842655	9821222222

#### ESSEX COUNTY - RECEIPTS

Total amount received for all highway purposes	20 20 20 20 20 20 20 20 20 20 20 20 20 2
Amount collected and appropriated for snow and miscellaneous purposes	2. 343 20 773 723 723 723 723 723 723 723 723 723
Amount col- lected and appropri- ated for the purphase repair and storage of machinery and tools	250 200 200 200 200 200 200 200 200 200
Amount collected and appro- priated for bridges	\$688 01 1,2838 01 750 00 750 00 1,386 21 1,823 20 1,419 54 458 88 458 88 458 88 459 89 1,189 07 1,189
Total available for high ways in 1916	86 667 7 8 8 8 8 8 8 8 8 8 8 8 8 8 8 8 8
Amount received as State aid	25.000
Amount collected and appro- priated for highways	8.8.2.2.2.2.2.2.2.2.2.2.2.2.2.2.2.2.2.2
Balance on hand from previous year	\$518 36 117 227 92 1, 227 92 110 62 110 62 141 86 41 140 81 140 93 140 93 140 93 140 93 140 93 140 94 175 96 96 175 96 96 175 96 96
Valuation per mile as baeis of State aid	26 167 11 1997 11 1997 11 1997 11 1997 11 1997 11 17 1997 11
Valuation of towns outside of towns outside of villages, including county and State equalization	\$880,088 818,894 871,835 877,085 877,086,505 331,086,505 446,617 1,588,637 1,576,611 1
Num- ber of miles of high-	811288888888888888888888888888888888888
TOWNS	Chesterfield Crown Point Elisabethtown Elisabethtown Elsaer Lowis Lowis Minera Moriah Nowth Elba North Hudson St. Armond Schroon Westport Willaboro Willaboro Willaboro Willaboro Willaboro
Num- ber of towns	322222222222222222222222222222222222222

ESSEX COUNTY -- EXPENDITURES

Total expenditures for all highway purposes		\$124,328 01
Balance in miscel- lancous fund	552 553 553 143 1048 564 565 565 565 565 565 565 565 565 565	\$3,048 66
Other miscel- laneous purposes	23.00 33.00	\$13,929 21
Removal of obstructions caused by snow	2500 176 200 176 200 2558 2558 2558 2558 2558 2558 2558 2558	\$9,081 92
Balance in machinery fund	23 25 25 25 25 25 25 25 25 25 25 25 25 25	\$624 43
Purchase, repair and storage of marchinery	25.5 20.00 2	<b>27</b> , 164 06
Balance in bridge fund	\$237 528 34 527 54 58 500 500 500 1036 54 111 18 110 76 112 28 126 127 128 138 140 150 167 188 188 188 188 188 188 188 188 188 18	\$1,818 15
Construc- tion and repair of bridges	1, 200 1,	\$13,156 60
Balance in highway fund	201 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1	<b>\$3</b> ,340 34
Repair of high-ways, including materials and rental china-china-china-china-chinary	26 28 28 28 28 28 28 28 28 28 28 28 28 28	\$83,996 23
TOWNS	Chastarfield Crown Point Elizabethtown Elizabethtown Laws Moriah North Eliza Wallaboro Wallaboro Williaboro Williaboro	Total
Num- ber of towns	828888888888888888888888888888888888888	

FRANKLIN COUNTY - RECEIPTED   Amount each Amount each Amount each Amount each Amount each Amount alred for the appropriated or instance of leading and appropriated for regard and tools		STATE COMMISSIONER		
Valuation   Valu		Total amount re- ceived for all highway purposes		
Valuation   Valu	Amount	and appropri- ated for snow and maseel- laneous purposes	2868	1,212 828 673 468 784 784 1,143
Valuation   Valu	Amount col-	appropriated for the purchase, repair and storage of machinery and tools	4107	25. 510. 52. 53. 53. 54. 54. 54. 54. 54. 54. 54. 54. 54. 54
Valuation   Valu		Amount collected and appro- priated for bridges		
Num- of towns of state of towns of town	gidig	Total available for high- ways in 1916	417.00	22.00.00.00.00.00.00.00.00.00.00.00.00.0
Num- of towns of state of towns of town	r - RECI	Amount received as State aid		8691 1,625 1,600 1,615 1,100 1,100 2,300
Num- of towns of state of towns of town	V COUNT	Amount collected and appro- priated for highways		\$4,043 3,580 2,004 2,150 21,066 2,157 2,157
Num- of towns of state of towns of town	FRANKLI	Balance on hand from previous year	1	
VNS Of forward Num of forward bor outside of forward not seem of seem		Valuation per mile as basis of State aid	1	
N N N N N N N N N N N N N N N N N N N		Valuation of towns outside of voltages, including county and State equalization	1	
SNA		Num- bor miles miles ways		2555 255 255 255 255 255 255 255 255 25
	1	70		Altamont Bangor Belmont Balmont Bambay Brandon Brighton Brighton Christian Christian Christian Christian Christian Christian Burke Christian Burke Christian Burke Christian Chr

Number of towns

Franklin County — Expenditures

Total cxpendictres for all highway purposes	\$141,192.86
Balance in miscel- lancous fund	\$187 86 4 94 4 94 93 19 255 09 256 09 258 09 10 07 10 07
Other miscel- lancous purposes	\$409 00 \$446 75 \$46 72 \$46 72 \$46 66 \$40 66 \$40 66 \$40 11 577 92 \$1 257 92 \$1 257 92 \$1 202 17 \$202 17 \$88 888 \$88 884
Removal of obstruc- tions caused by snow	\$288 88 88 88 88 88 88 88 88 88 88 88 88
Balance in machinery fund	\$69 99 99 99 99 99 99 99 99 99 99 99 99 9
Purchase, repair and storage of ma- chinery	1,256 722 1,256 722 1,156 91 1,004 66 1,004 66 1,004 130 1,008 137 1,008 137 1,108 137 1,108 138 1,108 138
Balance in bridge fund	\$1,702 67 126 202 126 202 126 202 126 202 126 202 126 202 216
Construction and repair of bridges	288 98 289 98 280 98 281 98 281 150 97 281 150 98 281 16 281 981 11 286 983 286 983 28
Balance in highway fund	\$3.948 32 22 88 88 32 88 88 34 88 88 34 88 34 88 34 88 34 88 34 88 34 88 34 88 34 88 34 88 38 38 38 38 38 38 38 38 38 38 38 38
Repair of high-ways, including materials and rental of ma-chinery	\$1.501 39 5.136 16 3.232 17 3.232 17 1.906 55 3.687 25 3.687 20 1.943 39 1.943 39 1.944 39 1.
TOWNS	Altamont Bangor Bangor Belmont Belmont Brandon Brandon Brighton Burke Constable Constable Constable Fort Covington Franklin Barrictown Moione Moione Santa Clara Waverty Weetville
tum- ber of owns	2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2

### FULTON COUNTY - RECEIPTS

Total amount received for all highway purposee	`	\$56,967 82
Amount collected and appropri- ated for snow and miscel- lancous purposes	1	512, 182 21
Amount collected and appropriated for the purchase, repair and storage of machinery and toole	228 1328 100 100 218 128 218 128 128 128 100 100 100 107 107 107 107 107 107 107	\$1,882.90
Amount collected and appropriated for bridges	81,305 50 1,1937 98 1,937 98 1,987 98 1,049 74 1,202 23 1,202 23 1,202 23 1,202 23	\$10, 101 of
Total available for high- ways in 1916	1	\$32,765 UB
Amount received as State aid	1,130 00 1,135 00 1,135 00 1,756 00 2,256 00 1,476 00 1,800 00 860 00	\$10.66f 42
Amount collected and appro- priated for highways	2,000 000 1,733 500 1,000 000 1,000 000 1,000 000 1,000 000 1,000 000 1,000 000 1,000 000 1,000 000 1,000 000 1,000 000	\$10,374.03
Balance on hand from previous year	28 08 08 08 08 08 08 08 08 08 08 08 08 08	<b>8</b> 1,0/3 14
Valuation per mile as besis of State aid	25,0023 105,	<u>.</u>
Valuation of towns outside of villages, including county and State equalization	\$95,083 704,924 139,632 13,15,234 1,315,391 540,718 365,935 387,930 171,928	
Num- ber of miles high-	#E45511888	8
TOWNS	Bleecker Broadalbin Caroga Ephrasah Johnstown Mayfeld North Hampton Opponheim Perth	Lotel
Num- ber of towns	317 318 319 320 321 322 325 326	_

FULTON COUNTY — EXPENDITURES

Total expenditions for all highway purposes	<b>#1</b> 9,93 <b>4</b> 82
Balance in miscel- lancous fund	39 04 4 25 89 66
Other miscel- laneous purposes	25 25 25 25 25 25 25 25 25 25 25 25 25 2
Removal of obstruc- tions caused by snow	\$880 27 1,551 881 135 1,393 422 1,393 422 1,778 408 1,778 408 1,778 50 1,064 93 1,064 93 1,165 70
Balance in machinery fund	\$5.5 \$5.98 \$5.98 \$7.90 \$17.26
Purchase, repair in storage of ma-	\$281 01 135 847 46 472 46 472 720 00 100 00 45 770 99 12 147 10
Balance in bridge fund	\$55 77 109 22 44 66 743 43 218 30 168 08 50 20 81, 556 24
Construc- tion and repair of bridges	\$1,249 73 1,065 78 1,893 32 16 49 18 437 64 16 49 17 64 10 6
Balance in highway fund	\$24 03 180 13 180 13 180 13 1,802 33 1,460 33 1,6 03 1,6 0
Repair of high-ways, including materials and rental of ms-chinery	\$1,978 91 3,060 24 1,714 24 1,635 54 4,168 52 3,188 75 3,188 75 1,894 45 1,894 45 1,894 45 1,894 45 1,894 45 1,894 46 1,894 46 1,894 46 1,894 46 1,894 86 1,894 86 1,
TOWNS	Bleecker Broadalbin Caroga Ephratah Johnstown Mayfield North Hampton Oppenheim Perth Stratford
Num- ber of towns	317 318 320 320 322 323 324 326 326

Genesee County — Receipts

Total amount received for all highway purposes	200 200 200 200 200 200 200 200 200 200
Amount collected and appropriate at the form and miscellaneous purposees	81,516 1,066 2,034 2,036 1,066 1,146 1,353 1,707 1,261 1,261 1,261 1,626 1,626 1,626 1,626 1,626 1,626 1,626 1,626 1,626 1,626
Amount col- lected and appropri- ated for the purchase, repair and storage of machinery and tools	81,000 94,000
Amount collected and appro- priated for bridges	20,718 4,058 4,058 1,474 1,644 10,044 10
Total available for high- wages in 1916	55, 891 6, 686 10, 178 11, 178 17, 178 17, 281 17, 281 18, 280 18, 280 180 180 180 180 180 180
Amount received as State aid	20000000000000000000000000000000000000
Amount collects d and dippopulated for highwaye	######################################
Balance on band from previous year	\$483.472 \$483.472 \$483.472 \$82.623 \$81.692 \$81.692 \$81.692 \$81.692 \$81.643 \$81
Valuation per mile as basis of State aid	\$19,113 18,531 18,531 19,645 11,015 23,360 20,180 16,120 25,840 26,840 26,840 26,840 26,840 26,840 26,840 27,840 28,840 2
Valuation of towns outside of village, including county and State equalise- tion	\$1,414,864 1,185,907 1,145,807 1,145,804 1,173,892 1,173,892 1,173,892 1,173,892 1,173,892 1,173,892 1,173,892 1,173,892 1,173,892 1,173,892 1,173,893 1,173
Num- ber of miles of high-	4488381288F4885
TOWNS	Alabama Alexander Batavia Batavia Bethany Bethany Bethany Calien Calified Pavilion Pembroke Stafford
Num- ber towns	252 252 252 252 253 253 253 253 253 253

GENESEE COUNTY — EXPENDITURES

Total expendi- tures for all highway purposes	\$123,200 69
Balance in miscel- lancous fund	877 74 6 96 19 93 98 03 98 03 71 77 71 77 71 78 1 75 1 75 1 75 1 75 1 75 1 75 1 75 1 75
Other miscel- laneous purposes	#172 05 188 610 188 610 188 610 188 610 188 610 189 610 180 180 180 180 180 180 180 180 180 1
Removal of obstruc- tions caused by snow	\$1,286 44 876 75 1,940 50 1,040 11 1,064 11 1,085 33 1,288 54 1,288 54 1,288 54 1,310 36 1,356 10 1,356 10 1,36
Balance in machinery fund	\$828 322 53 322 53 323 141 32 08 5 0 08 7 7 7 7 7 7 7 7 7 7 7 7 7 7 7 7 7 7 7
Purchase, repair and storage of ma- chinery	2231 550 2200 5200 5200 5200 5200 5200 5200
Balance in bridge fund	\$2,205.49 302.00 1,677.49 37.20 53.73 53.73 54.53 54.53 55.7
Construc- tion and repair of bridges	\$513 45 4,058 09 2,755 12 1,762 80 1,762 80 1,002 42 1,196 26 1,196 26 1,19
Balance in highway fund	2496 50 19 45 187 131 1 980 11 1 980 11 1 109 07 1 1471 80 858 89 858 89 828 88 828 88 827,712 57
Repair of high-ways, including materials and rental of ma-chiner	\$5, 395 22 6,688 00 10,754 05 4,1018 15 5,728 15 5,749 86 5,540 15 5,560 15 5,560 15 5,570 29 5,270 29
TOWNS	Alabama Alexander Batavia Betran Betran Betran Betran Betran Darien Cakfield Parlion Pembroke Stafford Total
Num- ber of towns	255 255 255 255 255 255 255 255 255 255

### GREENE COUNTY -- RECEIPTS

Total amount received for all highway purposes	\$98, 674.38
Amount collected and appropriated for miscellanceus purposes	\$12 668 850 668 850 1, 435 76 1, 253 130 2, 073 168 80 5, 66 89 5, 670 86 2, 077 86 3, 425 03 3, 425 03 5, 670 86 5, 670 86 1, 676 10
Amount collected and appropriate of the purchase, repair and storage of machinery and tools	25 25 25 25 25 25 25 25 25 25 25 25 25 2
Amount collected and appropriated for bridges	2321 64 2721 64 2721 64 272 65 273 65 1,875 45 1,081 91 1,081 91 1,081 91 1,188 60 1,118 88 1,118 88 1
Total available for high- ways in 1916	21, 596 58 2, 724 63 2, 724 63 8, 614 82 8, 614 82 6, 580 11 13, 384 61 13, 284 91 146 23 1, 770 57 1, 465 23 1, 770 57 1, 465 23 1, 770 57 1, 465 23 1, 770 57 1, 770
Amount received as State aid	2,000 00 2,000 00 2,000 00 2,000 00 2,000 00 1,450 00 1,750 00 1,7
Amount collected and appro- priated for highways	2,500 000 1,800 000 1,800 000 2,500 000 2,500 000 1,400
Balance on hand from previous year	24 0.55 24 0.55 24 0.55 114 82 114 82 114 82 117 83 117 83
Valuation per mile as basis of State sid	20, 200 13, 440 13, 440 15, 412 16, 412 1, 917 2, 912 2, 912 13, 873 14, 396 4, 396 6, 843 6, 843
Valuation of towns outside of villages, including county and State equalization	\$242,064 699,390 699,390 1,283,540 1,283,744 1,283,744 1,283,841 203,841 300,382 1,331,864 1,331,864 1,331,864 1,331,864 1,331,864 1,331,864 1,331,864
Num- ber of miles of high- ways	88 115 115 115 115 115 115 115 115 115 1
TOWNS	Ashland Athens Cairo Casico Catakill Corsackie Durhan Greenvile Halcott Hunter Jewett Lerington New Baltimore Prattaville Windham
Num- ber of towns	22222222222222222222222222222222222222

GREENE COUNTY -- EXPENDITURES

•	1	•
Total expendi- tures for all highway purposes		22, 001,100
Balance in miscel- laneous fund	118 06 11 00 10 333 18 330 71 13 80 88	27.00
Other misoel- laneous purposes		86.4 1.4
Removal of obstruc- tions caused by anow		88,408 8Z
Balance in machinery fund	5 5 4 4 4 4 4 4 4 4 4 4 4 4 4 4 4 4 4 4	200
Purchase, repair in storage of ma- chinery		CR 808'75
Balance in bridge fund	2217 83 10 73 10 73 10 83 10 83 10 73 10 7	27, 100 17
Construc- tion and repair of bridges		917.001.80
Balance in highway fund	224 6 6 6 6 6 6 6 6 6 6 6 6 6 6 6 6 6 6	07 080'08
Repair of high-ways, including materials and rental of ma-chines.		\$60.327 B7
TOWNS	Ashland Athena Athena Coairo Cataskill Cozasckie Untham Greenville Halcott Halcott Harr Jewett New Baltimore Prattaville Windham	Total
Num- ber of towns	222222222222222222222222222222222222222	

## HAMILTON COUNTY -- RECEIPTS

Total amount received for all highway purposes	\$69,418 85
Amount collected and appropriated for snow and miscellanceus purposes	\$1,702.75 300.000 1,871.03 1,779.20 1,753.62 2,688.54 1,586.33 1,566.33
Amount col- lected and appropri- ated for the purchase, repair and storage of machinery	\$300 22 161 31 161 31 161 31 161 31 171 35 171 35 175 37 176 00 176 00 1
Amount collected and appropriated for bridges	2, 111 45 2, 150 00 4, 275 98 2, 175 98 2, 110 45 2, 110 45 3, 110 45 4, 048 8
Total available ways in 1916	\$5.677 44 1,174 77 1,174 77 1,174 77 1,174 77 1,174 77 1,174 77 1,170 16 1,170 16 1,
Amount received as State aid	81,875 00 2,225 00 2,225 00 1,625 00 2,125 00 2,125 00 1,650 00 1,650 00
Amount collected and appre- priated for highways	24, 102 44 102 44 7, 606 00 1, 606 77 1, 606 77 1, 401 3 45 1, 603 00 2, 663 00 2, 663 00
Balance on hand from previous year	\$54 21 129 37 14 25 358 024 18 24 18 24 18 25 18
Valuation per mile as basis of State sid	218,017 14,825 5,038 9,508 34,578 11,778 23,258 7,427
Valuation of toyus outside of villages, villages, including county and State equalise-	\$1.135.081 252.036 14.032 185.787 14.033 14.673 17.77 1.725.478 1.777 1.775.594 23.55 490.284 7.42
Num- ber of miles of high-	27.28.23.28.89.89.16 <b>4</b>
TOWNS	Arietta Berson Hope Indian Lake Indian Lake Lake Pleasant Cong Lake More House Wells
Num- ber of towns	25.55 8.55 8.55 8.55 8.55 8.55 8.55 8.55

HAMILTON COUNTY — EXPENDITURES

Total expenditures for all highway purposes		904, 008 55
Balance in miscel- lancous fund	• : : :	500
Other miscel- laneous purposes	\$736 15 43 83 872 50 582 67 714 83 1,689 50 103 60	10 906 1
Removal of obstruc- tions caused by snow	\$811 25 249 70 381 25 381 25 381 25 998 55 151 50 998 12 998 75 1,067 25 461 73	00,100,00
Balance in machinery fund	\$92 85 40 49 4 78 4 264 278 59	76 101
Purchase, repair and storage of ma- chinery	\$207 47 120 82 120 82 120 82 120 83 120 83 120 84 120 84 1	71 080 '7
Bajance in bridge fund	546 90 51 44 51 44 1,882 39 1,882 39 55 39	000,74
Construc- tion and repair of bridges	264 55 242 14 272 14 272 14 2,098 56 4,275 95 2,650 00 2,650 00 592 91	AA /00'11'
Balance in highway fund	385 80 387 04 381 44	)00'11e . Tre'1e
Repair of high-ways, including materials and rental cf ma-	\$5 677 44 1,376 20 1,112 10 1,376 20 1,376 20 1,	25, 000 , ace
TOWNS	Arietta Benson Hope Indian Lake Inde Pleasant Long Lake More House	T Otal
Num- ber of cowns	354 355 356 357 358 358 358 362	

## HERKIMER COUNTY -- RECEIPTS

Total amount received for all highway purposes		\$124,113 82
Amount collected and appropriated for show and miscellaneous purposes	\$133 86 1,128 86 1,135 96 2,096 75 2,096 75 1,096 37 1,096 37 1,586 83 1,586 83 1,586 83 1,586 83	\$17,987 50
Amount col- lected and appropri- ated for the purchase, repair and storage of machinery and tools	24.0 24.0 24.0 25.0 25.0 25.0 25.0 25.0 25.0 25.0 25	\$5,852 29
Amount collected and appro- priated for bridges	200 200 200 200 200 200 200 200 200 200	\$22,610 83
Total available for high- ways in 1916	24 25 25 25 25 25 25 25 25 25 25 25 25 25	\$77,663 20
Amount received as State aid	200 000 000 000 000 000 000 000 000 000	\$27,426 50
Amount collected and appropriated for bighways	29 8 8 8 8 8 8 8 8 8 8 8 8 8 8 8 8 8 8 8	\$40,833 66
Balance on hand from previous	21.195.29 2.1195.29 2.1195.29 2.1195.29 2.1195.29 2.1195.49	\$9,403 04
Valuation per mile as basis State of aid	88, 467 17, 115, 89 29, 936 29, 573 15, 421 16, 421 1, 681 1, 681	
Valuation of towns outside of villages, including county and State equalization	\$736,642 958,449 958,449 2,513,773 1,064,077 1,616,569 497,529 1,529,920 1,419,674 492,746 674,674 1,419,6	
Number of miles of high-	<b>28.88.88.88.8</b>	1454
TOWNS	Columbia Danube Danube Fairfield Frankfort Gernan Flate Herkinne Litchfield Little Falls Manheim Newport Noway Ohio Subara Salisbury Salisbury Salisbury Warren Warren Winfield	Total
Num- ber of towns	386 386 386 386 386 387 377 377 377 377 377 377 377 377 377	

HERKIMER COUNTY --- EXPENDITURES

Total expenditures for all highway		\$98,521 69
Balance in miscal- lancous fund	274 11 274 15 274 35 274 35 27 91 27 91 27 88 53 90 178 67 178 67 178 67 178 67 18 97 19 97 19 98 19 98	\$1,011 40
Other miscel- lancous purposes	24 6 01 1 101 50 15 1 101 50 15 1 101 50 15 18 101 50 10 101 50 10 101 50 10 101 50 10 101 50	\$5,201 81
Removal of obstructions caused by snow	1 126 8 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2	\$11,774 29
Balance in machinery fund	\$100 46 4 003 1038 68 1038 68 1428 68 143 70 1 10 1 10 1 00 1 00 1 00 1 00 1 00 1	\$1,576 01
Purchase, repair and storage of ma- chinery	1523.88 25.8	<b>54</b> ,276 28
Balance in bridge fund	15.55 123 123 125 125 125 125 125 125 125 125 125 125	<b>54</b> , 557 41
Construc- tion and repair of bridges		\$18,053 42
Balance in highway fund	33. 177.23. 17	\$18,447 81
Repair of nigh-ways, including materials and rental of ma-cental		\$50,215 89
TOWNS	Columbia Danube Fairfield Fairfield Gernak Fais German Fais Litchfield Little Faila Manheim Newport Nowwort Nowwort Salisbury Salisbury Sohuyler Stark Warren Wabeb Wilmurth	Total
Num- ber of towns	286 286 286 286 286 287 287 288 288 288 288 288 288 288 288	_

	Total amount re- edived for all highway purposes	291,740 68	
	Amount collected approprious at ed for show and show and show and shows purgoses	\$1 000 15 \$15.00 97 \$15.00 97 \$15.00 97 \$15.00 00 \$1.284 38 \$1.284 38 \$1.284 38 \$1.284 38 \$1.284 38 \$1.28 00 \$1.28	-
	Amount col- lected and appropri- ated for the purchase, repair and storage of machinery and tools	250 000 000 000 000 000 000 000 000 000	-
	Amount collected and appro- priated for bridges	\$2,214 00 1,050 00 1,050 00 1,050 00 1,250 38 1,250 30 0,00 00 1,353 36 1,50 30 1,50 3	-
EIPTS	Total available for high- ways in 1916	\$10,000,000,000,000,000,000,000,000,000,	
r — Reci	Amount received as State aid	\$2,140,42 \$82 2,140,45 \$83 2,140,45 \$83 2,140,85 \$83 1,806 35 \$1,614,34 \$83 2,140,85 \$1,614,34 \$1,616,95 \$	_
A COUNT	Amount collected and appro- priated for highways	\$7,860 10,102 02 11,782 82 8,160 43 10,782 82 10,782 11 10,782 11 10,782 11 10,782 11 11,230 11 11,330 11	-
JEFFERSON COUNTY - RECEIPTS	Balance on hand from previous year	\$67 46 \$10.102 \$18 45 \$1.583 \$18 45 \$1.00.102	_
	Valuation per mile as basis of State aid	8 1.18 1.656 1	_
	Valuation of towns outside of villages, including county and state equalina- tion	\$1,021,734 1,826,835 1,924,033 1,224,033 1,226,051 1,706,051 1,045,728 1,045,728 1,427,072 1,277,072 1,277,073 1,277	_
	Num- ber of high- ways	88 1117 1118 1118 1118 1118 1118 1118 1	
	TOWNS	Adams Alexandria Antwerp Antwerp Antwerp Cape Vincen Cape Vincen Champion Clayton Clayton Houndfeld Lerraine Limey Lorraine Crimine Houndfeld Chens Rodman Therea Rodman Therea Watertown Wina	
	Num. Per to of survos	88888888888888888888888888888888888888	

# Jepperson County — Expenditures

Total expendi- tures for all highway purpoees	\$208,308 64
Balance in miscel- lancous fund	\$344 85 61 98 39 84 17 70 16 35 20 11 3 49 3 67 248 25 248 25 1 00 147 61
Other miscel- laneous purposes	\$411 4 5 4 5 4 5 4 5 4 5 4 5 4 5 4 5 4 5
Removal of obstruc- tions caused by snow	\$222 334 88 334 88 334 88 135 96 135 96 135 96 135 96 135 96 136
Balance in machinery fund	\$208 55 21 17 21 17 91 48 7 46 9 81 9 88 9 81 16 11
Purchase, repair and storage of ma-	200 45 580 33 580 33 1,005 88 1,005 88 1,005 88 1,005 88 1,005 88 1,005 88 1,005 88 1,105 88 1,
Balance in bridge fund	200 000 21 21 21 21 21 21 21 21 21 21 21 21 21
Construc- tion and repair of bridges	201 1,050 1,05
Balance in highway fund	2712 34 2712 34 2712 34 2712 34 2712 34 2712 34 272 273 273 273 273 273 273 273 273 273
Repair of high-ways, including materials and rental chinery	\$6 355 31 12.535 33 14.690 43 9.105 140 9.104 140 15.535 31 16.535 32 16.535 33 17.530 87 10.535 28 10.535 28 11.236 71 11.236 71 11.236 71 11.236 71 11.236 71 11.236 71 11.236 71 11.236 71
TOWNS	Adams Alexandria Antwerp Antwerp Gape Vincent Champion Clastyon Clastyon Clastyon Elisburg Hendeburg Hendeburg Forman Houndfeld Forman Watertown Watertown Watertown Worth
Number ber of towns	\$455215088438333508883838848884888488848888488

LEWIS COUNTY - RECEIPTS

Total amount re- ceived for all high way purposes	\$135,347 07
Amount collected and appropriated for snow and miscellancous purposes	11.366 236 1.866 236 1.866 236 1.620 300 1.520 300 1.745 926 1.521 500 1.521 500 1.532 71 1.064 936 1.537 91 1.064 936 1.537 91 1.064 936 1.537 91 1.618 51 1.618 51
Amount collected and appropriated for the purchase, repair and storage of machinery and tools	2894 2425 2425 2425 2425 2425 2425 2425 24
Amount collected and appro- priated for bridges	\$2,109 52 1,016 865 1,116 865 1,116 865 1,454 87 1,454 87 1,943 132 1,943 132 1,137 12 1,455 87 1,455
Total available for high- ways in 1916	\$10,329 96 6,339 96 6,536 150 6,536 150 3,962 130 2,862 137 6,139 74 8,532 96 7,436 135 8,4418 61 8,418 61 8,418 61 8,570 08 8,418 61 8,570 08 8,418 61 8,418 61 8,570 08
Amount received as State aid	2. 2. 2. 2. 2. 2. 2. 2. 2. 2. 2. 2. 2. 2
Amount collected and appro- pristed for highways	25.00.1.01.01.01.01.01.01.01.01.01.01.01.0
Balance on band from previous year	88.88 62.88 62.22 63.02 63.03 63
Valuation per mile as basis of State aid	2. 1. 1. 1. 1. 1. 1. 1. 1. 1. 1. 1. 1. 1.
Valuation of towns outside of villages, including county and State equalisation	\$1.241,439 1,125,046 474,624 253,7781 274,936 274,936 274,936 274,936 274,936 274,937 274,937 274,937 274,937 274,937 277,763
Number of miles of high-	85282882882228 844
TOWNS	Croghan Denmark Denmark Denmark Creig Harrisburg Harrisburg Harrisburg Harrisburg Harrisburg Lownia Layden Lowniale Lyonedale Martensburg Martensburg Martensburg Yurin Wastensy Turin Wastensy Turin Wastensy Turin Total
Num- ber of cowns	2220 2220 2220 2220 2220 2220 2220 222

LEWIS COUNTY -- EXPENDITURES

Total expendi- tures for all highway purposes		\$120,520 54
Balance in miscel- lancous fund	229 229 76 76 76 77 73 73 74 73 74 74 75 75 75 75 75 75 75 75 75 75 75 75 75	10 496'8\$
Other miscel- laneous purpowes	8710 39 943 30 943 30 948 40 948 40 813 14 1 161 16 1 168 87 1 168 88 1 168 88 1 168 88 1 168 88 1 168 88 1 168 88 1 188	\$12,508 06
Removal of obstruc- tions caused by snow	225 225 225 227 227 227 227 227 227 227	\$9,182 21
Balanco in machinery fund	23.5 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2	\$1,856 98
Purchase, repair and storage of ma- chinery	25.50 5.30 5.50 5.30 5.30 5.30 5.30 5.30	\$6,653 39
Balance in bridge fund	2302 29 135 11 187 17 188 17 188 17 188 19 188 25 188 25 25 25 25 25 25 25 25 25 25 25 25 25 2	\$3,422 56
Construc- tion and repair of bridges	\$1,806 8.3 1,116 8.5 1,116 8.5 1,395 3.7 1,395 3.7 1,596 9.7 1,100 9.7 1,101 8.1 1,101 8.1	\$15,590 00
Balancc in highway fund	8124 75 686 23 521 981 521 983 283 343 843 74 1457 20 106 136 1,076 50 1,076 50 1,07	\$7,282 98
Repair of high-ways, including materials and rental of ma-chinery	\$10,205 29 4,668 29 6,530 10 5,530 10 3,448 12 2,537 46 4,104 76 4,104 76 4,104 76 5,108 95 5,108 95 6,206 13 8,468 20 8,468 20 8	\$76,591 88
TOWNS	Croghan Denmark Diana Diana Diana Diana Diana Diana Diana Diana Hariabungh Hariabungh Layden Layden Layden Layden Layden Layden Layden New Bremen Obecoola Pincknoy Pincknoy Watson Waten	Total
Num- ber of towns	\$26000000000000000000000000000000000000	

## LIVINGSTON COUNTY -- RECEIPTS

Total Amount re- ceryed for all highway purposes	20 624 82 82 82 82 82 82 82 82 82 82 82 82 82
Amount colleged and appropriated for miseel-language purposes	2. 1. 1. 1. 1. 1. 1. 1. 1. 1. 1. 1. 1. 1.
Amount collected and appropriated for the steel for the repair and storage of machinery and tools	28. 29.25. 29.25. 29.25. 29.25. 20. 20.25. 20.25. 20.25. 20.25. 20.25. 20.25. 20.25. 20.25. 20.25. 2
Amount collected and appro- priated for bridges	23. 1. 1. 1. 1. 1. 1. 1. 1. 1. 1. 1. 1. 1.
Total available for high- ways in 1916	54 54 54 54 55 56 56 56 56 56 56 56 56 56
Amount received as State aid	1,500 000 000 000 000 000 000 000 000 000
Amount oblected and appro- priated for bighways	8. 8. 8. 4. 6. 6. 6. 6. 6. 6. 6. 6. 6. 6. 6. 6. 6.
Balance on hand from previous year	25.00 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0
Valuation per mile se besie of State aid	20111111111111111111111111111111111111
Valuation of towas outside of villages, including county and State equalization	81 662 899 1713 318 180 638 1771 318 1706 668 1708 668 1 189 138 1 198 481 189 779 189 779 198 774 198 774 198 774 174 689 2,016,860
Num- ber of miles of high-	1. 28. 24. 25. 25. 25. 25. 25. 25. 25. 25. 25. 25
TOWNS	Avon Caledonia Consusta Consusta Consusta Consusta Canageo Caryaland Laicoster Linna Laicoster Linna Laicoster Linna Laicoster Linna Laicoster Lorace North Danaville Nunda Ocean Portage Sparta Sparta York York Total
Num- ber of towns	2424222222222222

LIVINGSTON COUNTY — EXPENDITURES

Total expendi- tures for all highway purposes		\$167,143 32
Balance in miscel- lancous fund	: : : : : : : !	\$1,266 76
Other miscel- laneous purposes	#1 337 00 548 82 1.288 82 1.288 82 1.288 82 1.28 82 1.28 82 1.28 82 1.28 1.28	\$10,109 72
Removal of obstruc- tions caused by snow	11.11 63.72 1.25 1.25 1.25 1.25 1.25 1.25 1.25 1.2	\$12,984 72
Balance in machinery fund	112 88 89 11 11 11 11 11 11 11 11 11 11 11 11 11	81,472 53
Purchase, repair and storage of ma- chinery	l	\$6,761 99
Balance in bridge fund	1 • •	\$6,967 92
Construc- tion and repair of bridges	2864 1,403 991 1,403 991 1,403 991 1,232 77 2,232 73 2,232 73 2,232 73 2,232 73 1,534 99 1,534 89 1,534 89 1,534 89 1,534 89 1,534 89 1,534 89 1,534 89 1,534 89 1,534 89	\$51,090,96
Balance in highway fund	75 679 657 657 657 657 657 657 657 657 657 657	\$14,349 81
Repair of high- ways, including materials and rental of ma- of ma-	5. 511 89 5. 511 89 6. 647 57 6. 647 57 7. 139 35 7. 139 35	\$86,195 93
TOWNR	Avon Caledonia Caledonia Conesus Conesus Conesus Conesus Chroweland Leicester Limas Livonia Moun thorria North Dansville Nunda North Dansville Nunda Sparta Sparta York York	Total
Num- ber of towns	2222222222222222222	_

### Madison County — Receipts

Total amount re- ceived for all highway purposes	\$162,888 62
Amount collected appropriated for ated for miscellaneous purposees	88.2 2.46 5.82 0.46 5.82 0.46 5.82 0.46 5.82 0.16 5.70 0.82 5.70 0.46 5.70 0
Amount collected and appropriated for the purphase, repair and storage of machinery and tools	\$550 53 861 51 881 51 80 121 80 221 80 201 80 201 80 201 80 301 80 301 8
Amount collected and appro- priated for bridges	22.508 43 1,300 00 3,000 10 3,000 10 3,000 10 3,800 10 1,800 10 1,
Total available for high- ways in 1916	\$14,620 60 13,713 38 5,802 43 7,802 43 7,727 02 5,727 02 6,147 74 8,247 35 8,106 15 14,866 15 8,248 95 6,517 23 8,248 95 6,517 23
Amount received as State aid	2, 275 2, 275 2, 275 2, 477 2, 477 2, 477 3, 275 3,
Amount collected and appro- priated for highways	56, 728 57, 738 57, 758 57, 759 57, 75
Balance from previous year	\$607 31 158 40 160 18 160 18 160 18 17 46 12 29 534 78 534 78 534 78 534 78 534 78 534 78 534 78 534 78 534 78 534 78 53 78 54 54 55 56 56 58 56 56 56 56 56 56 56 br>56 56 56 56 56 56 56 56 56 56 56 5
Valuation per mile as basis of State aid	87, 665 12, 645 12, 645 17, 336 16, 082 10, 081 11, 458 11, 458 11, 335 11, 33
Valuation of towns outside of villages, including county and State equalization	21.310, 801 1.387, 029 377, 029 377, 029 377, 029 484, 054 586, 059 1, 168, 786 1, 168, 78
Number of miles of high-	E888258854584 44.
TOWNS	Brookfield Carenovia De Ruytor Eaton Fenner Georgetown Hamilton Lebanon Lenox Lincoln Madison Nelson Smithfield Stockbridge Sullivan Oneida
Num- ber of towns	011414141414141414141414141414141414141

Madison County — Expenditures

Total expendi- tures for all highway purposes		\$150,095 51
Balance in miscel- lancous fund	\$6 41 73 74 41 73 74 74 74 74 74 74 74 74 74 74 74 74 74	26 7098
Other miscel- laneous purposes	262 11271 11270 1000 1000 1000 1000 1000 1	\$1,749 02
Removal of obstruc- tions caused by snow	282 89 382 89 382 89 382 89 382 89 382 89 382 89 382 89 382 89 382 89 382 89 382 89 382 89 382 892 892 892 892 892 892 892 892 892 8	<b>\$3,44</b> 0 59
Balance in machinery fund	15 22 11 15 22 11 15 22 11 15 22 11 15 22 11 16 25 20 10 10 0 00 10 10 10 10 10 10 10 10 10	\$776 08
Purchase, repair and storage of ma- chinery	\$550 \$615 \$615 \$615 \$615 \$615 \$615 \$615 \$615	\$5,489 61
Balance in bridge fund	8394 98 848 94 13 99 13 99 10 95 10 95 11 13 13 10 62 11 13 13 11 13 13 13 13 13 13 13 13 13 13 13 13 1	\$4,432 52
Construc- tion and repair of bridges	2. 113 46 3. 047 01 1.21 25 1.21 25 1.21 25 2. 047 01 2. 2. 2. 2. 2. 2. 2. 2. 2. 2. 2. 2. 2. 2	\$20,564 07
Balance in highway fund	2, 005 2, 005 31, 205 11, 205 11, 205 2, 205	\$6,979 56
Repair of high-ways, including materials and rental of ma-chinery	\$14,574,29 11,708,22 11,708,22 5,841,11 7,342,32 5,642,46 6,105,93	\$118,852 22
TOWNS	Brookfield Casanovia Faton DeRuyter Faton Faton Hamilton Lebon Lincoln Madison Sinthfield Suckbridge Suckbridge Sulivan Oneida	Total
Num- ber of towns	25255555555555555555555555555555555555	

### Monroe County -- Receipts

for for way	726 21	
Total amount re- ceived for all highway purposes	88	_
Ameunt collected and appropri- ated for anow and misoci- lancous purposes	22.23 1.647 1.625	
Agrount sellented and spropri- ated for the purchase, repair and astorage of machinery and and tools	2, 382 6,138 6,138 6,138 7,513	
Amount collected and appropriated for bridges	1, 246 99 99 99 99 99 99 99 99 99 99 99 99 99	
Total avallable over high- ways in 1916	\$11.143 \$11.143 \$11.143 \$12.612 \$13.61	-
Amount received as State aid	84 - 1 - 1 - 1 - 1 - 1 - 1 - 1 - 1 - 1 -	•
Ameunt collected and approprieted for highways	25. 500 00 00 00 00 00 00 00 00 00 00 00 00	-
Balance on hand from previous year	25 80 80 80 80 80 80 80 80 80 80 80 80 80	-
Valuation per mile se basis of State aid	200 200 200 200 200 200 200 200 200 200	1
Valuation of towns outside of village, including county and State equalisa-	2, 254, 582	
Num- ber of miles of high-	378 438 75 4 7 2 8 2 8 2 8 2 5 7 8 8 5 1 8 5 1 8 5 1 8 1 8 1 8 1 8 1 8 1	-
TOWNS	Brighton Chili Clarkson Charkson Clarkson Gastes Grecoe Hamlin Hamlin Ferrietta Fordquoit Mendon Ogelen Ferrington Ferrington Fritaford Riga Sweeden Webster Wheatland Total	-
Num. Dec 10 was	7777268787878787878787878787878787878787	-

Monroe County — Expenditures

Total expenditures for all highway purposes		\$202,362 82
Balance in miscel- lancous fund	447 59 4 111 17 70 5 12 20 88 13 68 108 45 38 83 38 83 4 70	\$604.20
Other miscel- laneous purposes	\$1,004 88 12,588 15 2,983 15 91 25 90 18 208 70 16 40 216 40 16 40 16 80 16 80	\$5,434 22
Removal of obstruc- tions caused by snow	\$1,206 14 1,650 44 1,650 44 1,028 86 1,229 91 1,288 10 1,286 11 1,296 11 1,204 50 1,206 11 1,207 12 1,050 12 1,080 15 1,180 15 1,080 15 1,080 15 1,180 15 1,180 15 1,204 50 1,204 50 1,	\$18,520 74
Balance in machinery fund	\$2 42 13 742 13 742 13 742 13 742 13 742 13 742 15 75 12 75	\$2,070 86
Purchase, repair and storage of ma- chinery	\$133 \$233 \$233 \$233 \$211 \$233 \$233 \$233	\$9,449 49
Balance in bridge fund	54 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	\$4,715 35
Construc- tion and repair of bridges	2.246 0.1 1.842 0.0 1.229 44. 1.229 44. 1.229 44. 1.229 44. 1.229 45. 1.230 1.1 1.230	\$16,224 25
Balance in highway fund	2 221 000 000 000 000 000 000 000 000 00	\$26,972 98
Repair of high-ways, including materials and rental of ma-chilals of ma-chilals of ma-chinery	\$10,783 61,783 8	\$152,734 12
TOWNS	Brighton Chail Chail Chail Chail Gates Greece Greece Hamlin Hamlin Hamlin Henrietta Mendon Ogden Parma Perington Pittaford Pittaford Riga Ruga Rugh Webere Webstand	Total
Num- ber of towns	\$	

## Montgomery County - Receipts

- 10 g B		
Total amount re- ceived for all highway purposes	110 110 33 34 40 40 40 40 40 40 40 40 40 40 40 40 40	
Amount collected and appropriated for snow and misoel-lancous purposes	22, 353, 10 1, 599, 318 1, 599, 318 1, 489, 394 1, 483, 78 2, 120, 14 500, 00	
Amount coldected and appropriated for the purchase, repair and storage of machinery and tools	\$180 10 \$2,353 \$853 86 1,569 150 00 1,629 500 00 1,480 500 00 1,480 926 42 2,478 326 00 1,883 539 77 2,764 110 92 500 \$4,070 49 \$19,650	
Amount collected and appropriated for bridges	\$1, 798 76 2, 648 78 1, 123 08 1, 084 33 10, 828 93 10, 828 93 1, 768 85 1, 768 85 226 32 \$21, 933 05	
Total available for high- ways in 1916	\$13,546 93 11,666 39 2,249 79 3,142 97 7,142 97 7,266 37 7,266 37 9,313 22	
Amount received as State aid	\$1,500 00 1,400 00 1,400 00 1,400 00 2,800 00 2,250 00 1,576 00 1,576 00 1,576 00 1,576 00 1,576 00	_
Amount collected and appropriated for highways	\$12.010 00 8,387 08 1,462 08 1,000 00 2,000 00 4,082 13 4,254 75 7,250 00 8,200 00 8,200 00	_
Balance on hand on hand previous year	1,989 33 1,989 33 2,08 3,13 37 2,13 37 4,23 68 4,23 68 1,3 5,2 1,3 5,2 1,3 5,2 1,3 5,3 1,3 5,3	
Valuation per mile as berie of State aid	\$28,188 11,479 4,692 14,562 10,438 23,218 14,590 17,687	_
Valuation of towns outside of villages, including county and State equalization	22, 142, 316 1,021,656 351,436 1,386,247 776,871 1,169,082 1,741,396 1,326,818 938,792 778,232	_
Number of miles	84 98 91 91 91 91 91 91 91 91 91 91 91 91 91	_
TOWNS	Amsterdam Canajobarie Charlestown Florida Glen Minden Mohawk Palatine Rod: Se. Johnsville	
Num- ber of towns	477 477 477 477 477 488 488 488 488 488	_

Montgomery County — Expenditures

Total expenditives for all highway purposes	1	\$1 400'00Te
Balance in miscel- lancous fund	22	8
Other misoel- laneous purposes	262 282 242 882 822 242 882 823 823 823 823 823 823 823 823 82	3 3
Removal of obstructions tions caused by snow	2, 758 99 1, 758 99 1, 105 08 1, 105 08 2, 106 08 2, 206 55 2, 206 56 2, 206	200'110
Balance in machinery fund	10.00 10.00	07 07
Purchase, repair and storage of ma-	2179 89 1367 89 1367 89 1367 89 136 170 110 82 110 82 110 82 110 82 110 82	19 00'19
Balance in bridge fund	8 8 8 8 8 8 8 8 8 8 8 8 8 8 8 8 8 8 8	5
Construc- tion and repair of bridges	2,1787 99 2,1828 314 2,4628 96 2,4628 96 1,410 12 2,66 93 1,410 12 2,66 93 1,410 12 1,410 12	10 301,210
Balance in highway fund	22, 986 39 1,536 22, 24, 25, 26, 26, 26, 26, 26, 26, 26, 26, 26, 26	01 020 110
Repair of high-ways, including materials and rental edinery	\$10,580 54 10,687 15 2,329 12 7,681 54 3,821 64 11,487 38 1,92 50 8,192 50	
NMOL	Amsterdam. Canajoharie Charlestown Charlestown Glen Minden Mohawk Root Tront	T 0'484
Num- ber of towns	474 477 477 477 478 488 488 488 488 488	

NASSAU COUNTY — RECEIPTS

Total amount received for all highway purposes	50 97 03	\$11,597 50 \$296,843 19
Amount collected and appropriated for snow and miscellancous purposes	\$2,524 50 8,053 97 1,019 03	
Amount collected and spropri- ated for the purchase, repair and strage of machinery and tools	\$515 58 3,213 93 656 45	\$4,385 96
Amount collected and appropriated for bridges	\$6,441 00 4,256 52 1,016 47	\$11,803 99
Total available for high- ways in 1916	\$121,651 66 88,842 38 58,566 70	\$81,834 00 \$269,060 74
Amount received as State aid	\$38,300 00 27,500 00 16,034 00	
Amount collected and appro- priated for highways	\$76,601 49 57,923 48 33,153 61	\$19,548 16 \$167,678 58
Balance on hand from previous year	\$6,750 17 3,418 90 9,379 09	\$19,548 16
Valuation per mile as basis of State aid	\$53,861 123,739 80,084	
Valuation of towns outside of villages, including county and State equalization	\$57,901,287 20,416,962 20,101,259	1,491
Num- ber of miles of high- ways	1,075 165 251	1,491
TOWNS	Hempstead No. Hempstead Oyster Bay	Total
Number ber of towns	484 485 486	

Nassau County — Expenditures

Total expendi- tures for all highway		\$213,419 53
Balance in miscel- lancous fund	\$539 55 816 99 16 65	\$1,373 19
Other 'miscel- laneous purposes	\$1,416 00 4,139 55 1,002 38	\$6,557 93
Removal obstructions caused by snow	\$568 95 3,097 43	\$3,666 38
Balance in machinery fund	2, 374 02 387 03	\$2,761 60
Purchase, repair and storage of ma-chinery	\$515 03 839 91 269 42	\$1,624 36
Balance in bridge fund	\$3,556 89 1,827 74 184 08	\$5,568 71
Construc- tion and repair of bridges	\$2,884 11 2,428 78 922 39	\$6,235 28
Balance in highway fund	\$39,770 53 21,422 95 12,531 68	\$73,725 16
Repair of high-ways, including materials and rental of ma-chiner.	\$81,881 13 67,419 43 46,035 02	\$195,335 58
TOWNS	Hempstead North Hempstead Oyster Bay	Total
Num- ber of towns	484 485 486	

### NIAGARA COUNTY -- RECEIPTS

Total mount re- ceived for all highway purposes	\$119,829 41
Amount collected and appropriated for smow and miscellaneous purposes	22223 22222 22222 22222 22222 22222 22222 2222
Amount collected and appropriated for the purchase, repair and storage of machinery and tools	270 060 723 90 723 90 723 90 270 88 88 88 316 24 88 88 88 88 98 88 88 88 88 88 88 88 88 88 88 88 8
Amount collected and appro- priated for bridges	\$300 000 \$300 000 \$17 10 \$17 10 \$26 42 \$28 42 \$28 42 \$20 687 \$1,600 66 \$1,600 66 \$2,000 13 \$2,000 13 \$2,00
Total available for high- ways in 1916	86.177 8.120 8.120 10.580 10.560 10.647 8.845 8.125 8.617 7.847 7.847 7.847 10,152 8.115 10,152 11,153 11,1
Amount received as State aid	25,082 2,082 3,000 3,000 3,000 1,400 2,000 2,000 1,850 1,850 1,181
Amount collecte, and appro- priated for highways	2, 145 2, 120 1, 120
Balance on hand from previous year	3 890 10 2 846 38 2 846 38 2 846 38 3 141 64 38 62 90 62 90 83 515 89 8 515 89 8 517 94 8 517 89
Valuation per mile as basis of State aid	22,242,242,242,242,242,242,242,242,242,
Valuation of towns outside of villages, including county and State equalization	\$2,022,551 2,064,417 2,166,417 2,166,726 3,400,402 1,083,440 1,083,440 1,083,440 1,183,402 1,183,402 1,183,402 1,183,402 1,183,402 1,183,402 1,183,402 1,420,636 1,420,636 2,042,000
Num- ber of miles of high-	50 10 10 10 10 10 10 10 10 10 10 10 10 10
TOWNS	Cambria Harland Lewiston Lockport Ningara Porter Royalton Sonerset Wheatfield Wilson
Num- ber of towns	\$25 \$25 \$35 \$35 \$35 \$35 \$35 \$35 \$35 \$35 \$35 \$3

NIAGARA COUNTY — EXPENDITURES

1	
Total expenditures for all highway purposes	\$101,148 37
Balance in miscel- lancous fund	\$71 42 971 42 961 45 141 52 86 21 15 32 36 73 85 50 161 35 161 35
Other miscel- laneous purposes	\$244 20 128 50 18 4 00 8 4 00 265 80 134 38 160 00 147 38
Removal of obstructions caused by snow	8378 6318 603 613 603 613 605 625 60 625 60 625 60 626 626 636 626 636 636 636
Balance in machinery fund	\$5.50 134 0.0 1524 0.0 1524 0.0 130 100 65 56 105 84 1188 63
Purchase, repair in storage of ma- chinery	\$270 441 700 062 7118 40 7118 40 264 632 264 632 265 188 265 188 265 188 264 68 265 188 264 68 265 188 264 68 265 188 264 68 265 188 265 188 266 188 2
Balance in bridge fund	246 88 1,580 38 109 18 8 249 88 67 68 80 18 80 1
Construc- tion and repair of bridges	\$300 000 500 000 500 000 510 30 6650 88 715 03 1,766 89 1,562 30 676 17 1,877 28
Balance in highway fund	\$2,698 32 4,150 23 4,150 88 1,381 79 1,800 17 1,800 17 1,800 17 1,800 17 1,002 77 1,022 77
Repair of high- ways, including materials and rental of ma- chinery	\$3.479 18 8.140 51 12.039 31 6.438 67 8.6468 67 8.6468 67 8.75 33 7.525 10 10,152 82 10,152 82 878,175 02
TOWNS	Cambria. Hartland Lewiston. Lewiston. Newfane. Niagara. Pendleton. Porter. Wheatfield. Wheatfield.
Num- ber of towns	488 488 489 490 491 493 494 495 495 497 498

### ONEIDA COUNTY — RECEIPTS

Total amount received for all highway purposes	\$212,716 15
Amount collected and appropri-sted for miscellaneous purposes	286 22 24 24 25 25 25 24 25 25 25 25 25 25 25 25 25 25 25 25 25
Amount collected and appropriated for the purchase, repair and storage of machinery and tools	2133 2473 258 2473 258 251 135 251 135 251 135 252 135 253 135 253 135 254 150 254 150 255 150
Amount collected and appro- pristed for bridges	1,116 8 8 1,116 8 8 1,116 8 8 1,116 8 8 1,116 8 8 1,1532 8 8 2,28 8 1,116 8 9 1,116 9
Total available for high- ways in 1916	\$5,007 88 89 89 89 89 89 89 89 89 89 89 89 89
Amount received as State aid	22,500 1,775 1,775 1,775 1,725 1
Amount collected and appro- priated for highways	22.560 3.450 3.450 3.450 3.650
Balance on hand from previous year	47 72 72 82 82 82 83 83 83 83 83 83 83 83 83 83 83 83 83
Valuation per mile as basis of State sid	23.94.25.05.27.27.27.27.27.27.27.27.27.27.27.27.27.
Valuation of towns outside of villages, including county and State equalisa-tion	\$388,230 445,381 157,485,381 167,485 390,487 168,185 168,185 177,680 17,
Number of miles of high-	101.000
TOWNS	Annaville Ava Bova Bova Borigewater Canden Canden Deerfield Florence Florence Forestport Kirkland Lee Lee Remen Rome Rome Rome Rome Rome Rome Rome Rome
Num- ber of towns	2000 2000 2000 2000 2000 2000 2000 200

ONEIDA COUNTY — EXPENDITURES

Total expenditures for all highway purposes	8180,779 80
Balance in miscel- lancous fund	#36 % #36 #36 #36 #36 #36 #36 #36 #36 #36 #36
Other miscel- laneous purposes	2
Removal of obstruc- tions caused by snow	\$24 00 \$318 05 806 04 \$418 05 807 806 04 87 807 807 807 807 807 807 807 807 807
Balance in machinery fund	8 28 8 8 8 8 8 8 8 8 8 8 8 8 8 8 8 8 8
Purchase, repair and storage of ma- chinery	200 200 200 200 200 200 200 200 200 200
Balance in bridge fund	24 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1
Construc- tion and repair of bridges	25
Balance in highway fund	2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2
Repair of high-ways, including materials and rental of ma-chinery	244000449499999999999999999999999999999
TOWNS	Annaville Augusta Ava Budusta Ava Bridgewater Bridgewater Canden Deerfield Florence Forestport Kirkland Lee Forestport Kirkland New Hartford Paria Remsen Remsen Remsen Remsen Remsen Remsen Remsen Remsen Vernou Vienna Vienna Western Western Total
Num- ber of	25222222222222222222222222222222222222

## ONONDAGA COUNTY — RECEIPTS

Total amount re- ceived for all highway purposes	25 25 27 27 27 27 27 27 27 27 27 27 27 27 27
Amount collected and appropriated for snow and miscellaneous purposes	\$1.171 720 820 820 820 820 1.630 1.530 1.286 1.14 4.11 8.21 1.166 1.100 1.000
Amount collected and spropri- ated for the purchase, repair and storage of machinery and tools	\$53 300 300 300 300 300 300 300 300 300 3
Amount collected and appropriated for bridges	88. 28. 29. 29. 29. 29. 29. 29. 29. 29. 29. 29
Total available for high- ways in 1916	4,841,143 1,650,177 1,650,182 1,650,117
Amount received as State aid	22, 680 0 2, 197 27 68 4, 841 1, 1085 1, 177 27 16, 681 1, 1085 1, 108
Amount collected and appro- printed for highways	25. 42. 42. 42. 42. 43. 43. 43. 43. 43. 43. 43. 43. 43. 43
Balance on hand from previous year	#1.13.5 1.13.5 2.22.9 2.22.
Valuation per mile as basis of State aid	25, 200 10, 20
Valuation of towns outside of village, including county and State equalisation	75 82, 767, 857 84 1,665, 968 101 2,127, 859 70 3,452, 969 1,452, 969 1,452, 969 1,000, 969 1,74, 516 1,000, 969 1,000, 969 1,0
Num- ber of miles of high- ways	22 101 07 07 101
TOWNS	Camillus Cicero Cicero Cicay Ciay Ciay Ciay Cals Ciay Ciay Ciay Ciay Ciad Ciad Ciad Ciad Ciad Ciad Ciad Ciad
Num- ber of towns	242 242 242 242 242 242 242 242 242 242

Onondaga County — Expenditures

Total expenditures for all highway purposes	\$176,663 97
Balance in miscel- laneous fund	81 144 10 1 21 10 2 21 28 57 28 57 70 1 3 54 11 1 3 54 10 1 0 04 1 0 10 1 0 1 0
Other miscel- laneous purposee	285 09 286 09 296 00 250 60 250 60 30 80 18 00 30 38 74 21 10 00 774 38 29 67 82,524 08
Removal of obstructions caused by snow	\$663 20 556 32 1,550 12 48 60 102 00 1,270 13 102 00 1,270 10 1,270 10 1,27
Balance in machinery fund	\$271 66 8 91 6 8 74 4 8 8 91 1 27 9 1 27 1 127 2 1 32 2 1 32 3 1 32 4 0 3 1 10 0 6 4 0 3 1 10 0 6 1 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0
Purchase, repair and storage of ma- clinery	28.02.2 28.1 0.2 28.1 0.2 28.1 0.2 28.4 0.2 28.4 0.2 28.4 0.2 28.2 0.2 28.3 0.3 28.3
Balance in bridge tund	\$2,505 76 290 06 390 06 390 06 275 27 11 188 08 2 2 1 3 7 72 158 77 158
Construc- tion and repair of bridges	\$5.903 20 2.372 35 2.372 35 6.087 17 1.616 77 1.016 72 1.037 25 6.057 25 6.
Balance in highway fund	\$2,576,576,576,576,576,576,576,576,576,576
Repair of high-ways, including materials and rental of ma-chincry	\$6 600 82 4 841 10 6 575 67 10 041 33 5 672 10 5 541 94 5 541 94 5 6 092 10 6 092 10 6 092 10 7 13 566 6 13 568 7 13 568 8 458 26 6 58 65 65 65 65 65 65 65 65 65 65 65 65 65
.IOWNS	Camillus Cicero Cicay Ciay Dewitt Elbridge Elbridge Lafayettc Lysander Manius Onondaga Otisco Pompey Salina Tully Van Buren
Num- ber of towns	25.25.25.25.25.25.25.25.25.25.25.25.25.2

## ONTARIO COUNTY — RECEIPTS

Total amount received for all highway purposes		\$179,149 78
Amount collected and appropriated for snow and miscellaneous purposes		\$19,486 77
Amount collected and appropriated for the purchase, repair and storage of machinery and tools		\$12,893 87
Amount collected and appro- printed for bridges		88 400 TA
Total available avays in 1916	2825 225 225 225 225 226 227 228 220 220 220 220 220 220 220 220 220	50 \$105, 704 76
Amount received as State aid		283,582,50
Amount collected and paperopriated for highways	25000000000000000000000000000000000000	\$64,971.74
Balance on hand from previous year		<b>5</b> 7,150 52
Valuation per mile as beass of State aid	27, 963 5, 786 5, 786 5, 786 7, 963 18, 866 18, 866 18, 865 18, 865 18, 865 10, 10, 10 10, 10 10 10, 10 10 10, 10 10 10, 10 10 10 10 10 10 10 10 10 10 10 10 10 1	:
Valuation of towns outside of villages, including county and State equalisa-tion	2060 989 376.514 2.067 925 1.067 925 1.576.514 1.576.768 1.935.177 1.510.602 1.621.538 2.974.520 2.427 915 1.646 015	
Num- ber of miles of high-	888770 100 100 100 100 100 100 100 100 100	134
TOWNS	Bristol Canadice Canadice Canadice East Bloomfeld Farmington Geneva Gorham Hopewell Manchester Naples Richmod Sonea Sonea South Bristol Victor West Bloomfeld	Total
Num- ber of towns	5424 5446 5446 5446 555 555 555 555 555 555	

ONTARIO COUNTY — EXPENDITURES

Total expendi- tures for all highway purposes	<u> </u>	1 \$159,470 01
Balance in miscel- lancous fund		\$247 75
Other miscel- laneous purposes	220 220 220 220 3 3 168 998 197 197 197 22 22 23 20 20 20 20 20 20 20 20 20 20 20 20 20	\$2,438 71
Removal of obstruc- tions caused by snow		\$10,800 31
Balance in machinery fund		\$2,828 Z
Purchase, repair and storage of ma-	1	\$10,504 to
Balance in bridge fund	857 1112 1112 4772 885 885 885 885 885 885 885 885 885 88	24.204 SO
Construc- tion and repair of bridges		90 A09 '004
Balance in highway fund	\$663 67 350 74 350 74 350 74 373 12 517 22 517 22 517 22 517 22 518 05 518 05 5	\$12,888 UI
Repair of high-ways, including materials and rental of ma-chinery		07 008,284
TOWNS	Bristol Canadice Canadice Canadice East Bloomfeld Farmington Farmington Geneva Gorlean Manchester Naples Phelps Richmon Richmon Richmon Richmon Victor Victor West Bloomfeld	Total
Num- ber of towns	245 247 248 248 258 258 258 258 258 258 258 258 258 25	

#### ORANGE COUNTY -- RECEIPTS

Total ceived for all highway purposes		\$198,325 33
Amount collected and appropr ated for snow and miscel- lanceus purposes	207 70 207 90 207 90 207 90 203 90 203 90 203 90 204 70 204 70 204 90 204 90 204 90 204 90 204 90 204 90 204 90 205 90 206 90 20	\$17,706 83
Amount collected and appropriated for the purchase, repair and storage of machinery and tools	\$700 27 113 40 113 40 302 902 303 904 50 00 50 00 60 00 64 26 64 26 65 10 64 26 65 10 64 46 64 46 64 46 64 46 64 64 64 64 64 64 64 66 65 10 66 66 66	\$8,296 70
Amount collected and appropriated for bridges	22,000 1,245 000 1,245 000 1,245 000 88.3 88.3 88.3 88.3 88.3 88.3 88.3 88.3	\$38,038 97
Total available for bigh- ways in 1916	56. 631 55 3. 400 65 5. 801 80 6. 663 70 6. 663 70 6. 663 70 7. 220 70 7. 22	67 \$134,282 83
Amount received[as State aid	28.82 2.200 80 2.200	\$42.091 67
Amount collected and appro- priated for highways	25.658 25.001 318 25.001 318 25.001 318 25.000 60 25.000	\$84.018 71
Balance on hand from # previous year	\$47 788 378 378 378 378 378 378 378 378 37	\$8,172 45
Valuation per mile as basis of State aid	216.70 19,605.70 10,735.70 10,735.70 10,167.73 22,24.61 10,167.70 10,167.70 10,517.00	
Valuation of towns outside of villages, including county and State equalization	\$1,225,700 901,833 9,666,496 9,660,011 1,152,037 1,407,596 1,307,519 1,307,519 1,207,110 1,507,310 1,904,691 1,904,6	
Num- ber of miles of high-	<b>5438</b> 258242424258883	1595
TOWNS	Blooming Grove. Cheeter Cornwall Conwall Gostpan Grownile Highlands Minish Montcoe Montcoe Newburg	Total
Num- ber of towns	560 560 560 560 560 560 570 571 571 571 571 571 571 571 571 571 571	

ORANGE COUNTY — EXPENDITURES

	·
Total expenditures for all highway purposes	\$166,332 01
Balance in miscel- lancous fund	80 82 82 82 82 82 82 82 82 82 82 82 82 82
Other miscel- laneous purposes	25.5 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0
Removal of obstructions caused by snow	\$373 20 108 171 108 171 108 171 108 171 108 171 108 171 108 181 108 171 108 108 171 108 171 108 171 108 171 108 171 108 171 108 171 108 171 10
Balance in machinery fund	\$38 88 88 68 68 88 88 88 88 88 88 88 88 88
Purchase, repnir und storage of ma- chinery	### 14
Balance in bridge fund	\$390 66 413 96 530 86 530 86 530 86 415 48 415 48 1,241 96 300 96 1,136 64 1,136 86 1,241 98 300 96 1,136 86 1,241 98 1,241 98 1,
Construc- tion and repair of bridges	\$1,609 34 714 07 714 07 714 07 714 07 400 05 7,422 46 7,422 46 7,422 46
Balance in highw.y fund	\$721 55 462 96 7452 96 65 97 77 95 97 77 95 97 77 97 97 77 97 97 97 97 97 97 97 97 97 97 97 97 97 9
Repair of high-ways, including materials and rental of ma-chines.	\$4.000 00 00 00 00 00 00 00 00 00 00 00 00
TOWNS	Blooming Grove Chester Cornwall Cornword Deerpark Goshen Goshen Highlands Minisink Monroe Monroe Newburg Newburg Tuxedo Newburg Newburg Walkill Warwick Wankick Wankick Wankick Waswanda Wodbury Total
Num- ber of towns	561 562 563 563 564 565 565 567 572 572 573 574 576 576 576 576 577 578

ORLEANS COUNTY -- RECEIPTS

Total amount re- ceived for all highway purposes	\$1,000 00 1,508 95 1,118 94 1,1248 75 916 870 95 1,252 79 1,002 55 804 61	an our 'mar
Amount collected and appropries ted for snow and miscellaneous purposes	\$1,000 00 1,508 945 1,118 945 1,248 75 1,248 75 1,252 74 1,252 74 1,252 74 1,002 11,002 804 61	122121
Amount collocted and appropriated for the purchase, repair and storage of machinery and tools	\$300 00 743 010 574 98 508 46 508 46 327 48 1,074 70 1,074 70 16 97 18 95 18 95 18 95	2
Amount collected and appro- priated for bridges	\$5,533 05 8,485 11 7,789 53 1,505 09 6,389 43 1,251 87 7,704 54 1,330 55 7,704 54 1,331 58 8,647 82 7,818 69 7,105 24 1,102 70 7,105 24 1,202 49	
Total available for high- ways in 1916	\$5,533 05 8,485 11 7,789 53 7,746 93 6,369 43 5,080 91 7,704 54 8,647 82 7,105 21 7,105 21	
Amount received as State aid	21, 396 50 2, 250 00 2, 250 00 1, 750 00 1, 657 50 1, 657 50 1, 754 33 2, 532 00 2, 016 00 2, 016 90 2, 016 90	
Amount collected and appropriated for highways	\$3,193 00 4,501 00 4,501 00 4,175 00 3,200 00 5,000 00 6,061 00 4,100 00 4,100 00 4,100 00 4,100 00 841 476 40	2 2 1 1 1 1
Balance on hand from previous year	2743 55 1, 557 11 1, 049 83 1406 93 1406 93 1406 93 1, 050 21 1, 051 82 1, 057 21	
Valuation per mile as basis of State aid	#30,702 20,090 30,126 18,001 27,947 27,947 25,061 24,556 24,819 24,819 29,637	-
Valuation of towns outside of villages, including county and State equaliza-tion	\$1,596,523 2,711,413 2,711,413 1,260,072 1,648,903 1,754,335 2,035,137 2,035,137 2,035,137	
Number ber of miles of high-	725 6 6 7 8 8 8 8 8 8 8 8 8 8 8 8 8 8 8 8 8	•
TOWNS	Albion Barry. Carlton Carlton Ginaes Kendall Murray Ridgeway Sinelby Sinels	
Num- ber of towns	582 585 585 585 585 587 588 588 588 588	_

ORLEANS COUNTY — EXPENDITURES

Total expendi- tures for all highway purposes	26 92 745 54 17 65 17 61 17 61 17 61 17 61 17 61 17 61 17 61 18 56 \$5.4,486 90
Balance in miscel- lancous fund	\$326 92 7 45 54 17 54 17 5 26 17 61 2 70 2 70 5 26
Other miscel- laneous purposes	\$28 36 162 30 162 30 162 30 162 30 162 86 162 86 163 86 16
Removal of obstruc- tions caused by snow	8644 72 1,339 72 1,339 10 743 71 1,000 10 744 10 883 27 883 27 866 63 906 63 797 51 717 53
Balance in machinery fund	\$187 52 1 73 15 50 20 87 10 64 \$291 47
Purchase, repair in storage of ma- chinery	\$112 48 743 90 743 90 563 01 573 26 506 10 1,053 83 516 97 93 82 943 31
Balance in bridge fund	\$305 21 46 80 11 73 11 73 192 65 6 17 20 09 318 38 351 10
Construction and repair of bridges	\$9 00 1,483 35 1,483 36 1,251 77 1,251 87 1,37 87 1,798 60 784 32 900 78
Balance in highway fund	\$388 41 11,017 85 10,017 85 805 80 306 10 306 80 306 74 339 74 2,774 17 27,032 50
Repair of highways, ways, including materials and rental of ma-chinery	\$5.144 64 7.467 66 994 03 5.978 83 5.978 83 7.464 89 7.464 89 7.46
TOWNS	Albion Barry Carlton Carlton Garendon Galnea Muradall Muraway Ridgeway Shelby Yates Total
Num- ber of towns	55.0 55.0 55.0 55.0 55.0 55.0 55.0 55.0

### OBWEGO COUNTY - RECEIPTS

Total amount re- ceived for all highway purposes		<b>\$263</b> , 397 71
Amount collected and appropriated for snow and miscellancous purposes	825122424242441252333482	\$15,779 81
Amount collected and appropriated for the purchase, ropair and storage of machinery and tools	: I	\$16,311 68
Amount collected and appropriated for bridges		<b>5</b> 73,98 <b>4</b> 31
Total available for high- ways in 1916	288 666 666 666 666 666	19 \$157,321 91
Amount received as State aid	2586 272 272 272 272 272 272 272 272 272 27	<b>539</b> ,338 19
Amount collected and appro- priated for highways	7037 7037 7037 7037 7037 7037 7037 7037	50 \$106,767 22
Balance from previous year	216 570 70 70 70 70 70 70 70 70 70 70 70 70 7	\$11,216 50
Valuation per mile as basis of State aid	2, 996 2, 870 2, 870 2, 132 2, 132 2, 132 1, 923 1, 923 1, 123 1, 133 1, 133 1, 133 1, 149 1, 153 1, 153 1, 149 1, 153 1, 149 1,	  
Valuation of towns outside of villages, including county and State equalisation	\$419,618 183,737 166,053,464,615 1,123,982 566,822 7733,374 1,474,144 1,474,	
Number of niles of high-	<b>24288885</b> 21288888267	1,714
TOWNS	Albion. Amboy. Boylston. Constantia Granby Hamibal. Hastings Mexico. New Haven. Orwell. Orwell. Orwell. Pariah. Redibeld. Richland. Sandy Creek. Schoeppel. Scribe. Scribe. West Monroe Williamstown.	Total
Num- ber of towns	882 882 882 883 884 886 886 888 888 888 888 888 888 888	

OSWEGO COUNTY — EXPENDITURES

Total expenditures for ull highway	\$208,741.37
Balance in miscel- lancous fund	\$102 66 1 75 19 181 08 181 08 181 08 184 08
Other miscel- laneous purposes	8 973 8 973 8 973 8 973 1 8 973 1 8 973 1 8 973 1 7 9 9 9 9 9 9 9 9 9 9 9 9 9 9 9 9 9 9
Removal of obstruc- tions caused by snow	\$28 70 16 10 10 10 10 10 10 10 10 10 10 10 10 10
Balance in machinery fund	\$30 88 15 93 11 95 55 11 95 55 11 95 55 11 130 49 11 96 94 11 96 9
Purchase, repair and storage of ma- chinery	22 55 55 55 55 55 55 55 55 55 55 55 55 5
Balance in bridge fund	\$155 46 143 52 330 47 330 47 330 47 330 45 340 51 12,525 34 38 45 38 66 12,525 34 38 64 38 br>38 64 38 38 38 38 38 38 38 38 38 38 38 38 38
Construc- tion and repair of bridges	8271 353 340 28 21
Balance in highway fund	\$1.004 1.25 57 1.105 57 1.105 57 1.453 65 1.453 65 1.454 65 1.455
Repair of high- ways; including materials and rental of ma- chinery	2. 324 50 1,494 25 1,494 25 8,1123 00 9,949 46 8,106 77 9,568 00 2,688 00 2,588 00 2,588 00 2,588 00 2,588 00 3,773 73 9,541 22 11,620 23 1,620 23 1,620 23 1,620 23
TOWNS	Albion Amboy Boylston Boylston Granby Hamibal Hastings Mexico Orwell Oswego Pelermo Parish Redfield Richland Sandy Creek Schoeppel Scribs West Monroe Williamstown Williamstown Williamstown
Num- ber of towns	591 592 593 594 595 596 597 602 603 603 603 603 603 603 603 603 603 603

#### OTSEGO COUNTY — RECEIPTS

Total amount re- ceived for all highway purposes		13 \$142,248 30
Amount collected and appropri- ated for show and miscellanceus purposes	201 45 601 45 604 45 604 45 604 46 618 466 18 466 18 712 26 712 56 70 00 871 35 1274 56 80 00 80 27 2 023 67 11 12 12 11 10 14 12 11 10 14 12 11 10 14 12 11 10 14 12	<b>\$19,689</b> 13
Amount collected and appropriated for the purchase, repair and aforage of machinery and tools	238 8 8 8 8 8 8 8 8 8 8 8 8 8 8 8 8 8 8	\$5,937 53
Amount collected and appro- priated for bridges	2,030 128 288 288 288 288 288 288 288 288 288	\$19,637 18
Total available for high- ways in 1916	53 614 1,517 30 1,517	\$96,984 46
Amount received as Slate aid	2, 332 2, 333 2,	\$38,141.96
Amount collected and appropriated for highways	2, 25, 25, 25, 25, 25, 25, 25, 25, 25, 2	\$51,446 83
Ralance on hand from previous year	23.0 5.0 5.0 5.0 5.0 5.0 5.0 5.0 5.0 5.0 5	\$6,395 66
Valuation per mile as basis of State ai I	\$5,410 \$6,022 \$6,022 \$7,845 \$6,022 \$6,025 \$6,025 \$6,025 \$7,025	
Valuation of towns outside of volutide of villages, including county and State cqualization	\$568.053 698.643 698.643 1138.511 138.511 138.511 138.511 140.1499	
Num- ber of nuiles of high-	<b>853%44888877985988</b>	2,153
TOWNS	Burlington Burloraus Cherry Valley Decatur Edmuston Eseter Hartwick Laurens Maidlefield Millord Morris Now Lisbon Ouerso Pittshied Plauffeld Klobeboon Springfeld Klobeboon Springfeld Klobeboon Springfeld Klobeboon Springfeld Klobebool	Total
Num- ber of towns	622 622 623 623 624 625 625 625 625 625 625 625 625 625 625	

## OTSEGO COUNTY - EXPENDITURES

Total expendi- tures for all highway	\$123,792 83
Balance in miscal- lancous fund	\$18 67 6 56 69 74 296 74 296 74 29 8 2 46 163 45 163 45 164 46 164 46 16
Other miscel- laneous purposes	\$87 06 287 270 287 270 105 64 105 64 18 80 82 80 82 80 18 90 19 90 10 00 10 00
Removal of obstruc- tions caused by anow	\$575 572 867 572 867 572 867 572 867 572 867 572 572 572 572 867 572 572 572 572 572 572 572 572 572 57
Balance in machinery fund	\$12 61 32 86 32 86 32 86 46 57 46 57 46 11 111 33 491 76
Purchase, repair and storage of ma- chinery	\$180 83 239 835 230 835 230 83
Balance in bridge fund	\$51 58 278 468 311 97 570 945 570 946 63 922 63 928 928 94 124 67 146 55 146 55 144 47 1 1 060 63 1 1 060 63 1 1 08 54
Construc- tion and repair of bridges	\$255 50 1,780 70 200 35 200 35 368 38 358 38 539 90 1,175 33 1,175
Balance in highway fund	\$186 49 683 71 684 684 71 84 684 71
Repair of high- ways, including materials and rental chinery	4, 903 88 4, 547 97 1, 1050 49 38 88 4, 547 97 1, 1050 49 88 89 89 89 89 89 89 89 89 89 89 89 89
TOWNS	Burlington Butternuts Cherry Valley Decatur Edmuston Exeter Hartwick Hartwick Hartwick Mayland Milford Morris Mowris Oneonts Ottego Fittsfield Richeld Richeld Richeld Richeld Roseboom Roseboom Oneonts Ottego Fittsfield Richeld Richeld Richeld Roseboom Oneonts Ottego Fittsfield Richeld Richeld Roseboom Oneonts Ottego Fittsfield Richeld Roseboom
Num- ber of towns	6112 6113 6116 6116 6116 6210 6210 6210 6210 6210

### PUTNAM COUNTY — RECEIPTS

Total amount received for all highway purposes	\$56,631.28
Amount collected and appropriated for nisoellaneous purposes	\$2,123,40 1,278,01 771,57 428,60 11,733,28 1,733,28
Amqunt collected and appropriated for the purchase, repair and storage of machinery and tools	\$729 29 400 05 150 00 190 20 453 68 \$2,098 71
Amount collected and appropriated for bridges	\$1,012 24 250 00 2,443 67 303 13 1,065 80 \$5,174 84
Total available for high- ways in 1916	\$8,829 66 6,023 75 3,338 06 9,028 57 4,556 27 12,584 39 \$44,380 67
Amount received as State aid	22,500 00 2,250 00 3,180 80 3,000 00 3,602 00 814,633 80
Amount and appropriated for highways	\$5,017 00 3,773 75 2,000 00 6,000 00 7,529 53
Balance for hand from previous year	\$1,312 66 28 28 28 54 1,360 86 \$2,923 29
Valuation per mile as basis of State aid	245,998 12,329 27,173 38,745 8,738 45,049
Valuation of towns outside of villages, including county and State equalisation	84, 323, 897 1, 183, 595 1, 183, 595 3, 680, 780 699, 118 3, 694, 032
Number of miles of high-	<b>28</b> 88888
TOWNS	Carmel Kent. Patterson Phillipetown Polilipetown Southeast. Total
Num- ber of towns	\$25.55 \$25.55 \$4.05 \$6.05 \$4.05 \$6.05 \$4.05 \$6.05 \$4.05 \$4.05 \$4.05 \$4.05 \$6 \$6 \$6 \$6 \$6 \$6 \$6 \$6 \$6 \$6 \$6 \$6 \$6

PUTNAM COUNTY -- EXPENDITURES

Total expendi- tures for all highway purposes	\$44,638 35
Balance in miscel- laneous fund	\$44 19 115 32 4 22 29 32 72 74
Other miscel- laneous purposes	\$113 61 62 40 12 00 19 00 \$207 01
Removal of obstructions caused by snow	\$2,008 79 1,171 42 656 25 424 28 571 00 1,641 54
Balance in machinery fund	\$10 11 346 21 54 07 49 80 7 15 246 08 8731 42
Purchase, repair and storage of ma- chinery	\$719 18 53 84 112 42 100 20 192 05 207 60
Balance in bridge fund	\$445 38 131 20 14 63 840 87 150 00 540 23
Construction and repair of bridges	\$586 86 118 80 85 37 1,602 80 153 13 525 57
Balance in highway fund	\$1,117 67 1,322 16 560 70 1,620 63 5,701 28 \$10,891 43
Repair of high-ways, including materials and rental of ma-chinery	\$7,711 99 4,701 69 2,797 36 7,407 91 3,987 28 6,883 11
TOWNS	Carmel Kont Patterson Publilipetown Purham Valley Southeast
Num- byr of towns	638 638 640 641

## RENSSELAER COUNTY — RECEIPTS

Total amount received for all highway	\$102,221.28
Amount collected and appropriated for miscellanceus purposes	\$332 10 1.994 13 1.994 13 1.91 20 1.731 70 1.731 70 1.731 70 1.731 70 1.731 70 1.731 70 1.731 70 1.835 70 1.848 68 1.848 68 1.848 68 1.354 70 1.254
Amount collected and appropriate of the purchase, repair and storage of machinery and tools	\$171 75 121 75 150 75 150 49 494 94 284 84 286 48 280 69 100 00 100 00 1
Amount collected and appro- priated for bridges	\$2,722 34 1,222 34 145 49 145 49 1,577 89 1,277 89 1,801 50 596 45 596 84 3,866 84 3,066 69 3,066 69
Total available for high- ways in 1910	\$3,389 61 3,783 66 2,600 84 2,600 84 4,1053 84 4,027 78 5,528 695 695 5,750 60 5,750 60 8,750
Amount received as State aid	\$1,350 00 1,250 00 1,250 00 1,250 00 1,200 00 1,200 00 1,500 00 1,800 00 1,800 00 1,905 56 1,905 56 2,602 00 2,602 00 2,202,324 98
Amount collected and appropriated for highways	\$2,008 04 2,531 10 1,200 00 1,200 00 1,500 00 1,500 00 1,500 00 1,500 00 1,500 00 1,500 00 2,000 00 2,000 00 2,250 00 2,
Balance on hand from previous year	\$31 57 12 46 12 46 200 54 201 75 201 75 201 14 20 91 500 64 50 91 50 91 50 68 82,069 82
Valuation per mile as basis of State aid	\$5,268 19,319 26,736 26,736 26,736 27,390 27,390 27,086 27,086 27,086 27,086 27,086 27,086 27,086 27,086 27,086 27,086 27,086
Valuation of towns outside of villages, including county and State equalization	\$421 456 1,738,751 1,392,561 305,183 1,865,266 447,790 847,700 847,700
Num- ber of miles of high-	86 88 88 88 88 86 102 103 1124 1103
TOWNS	Berlin. Brunswick Brunswick Graf Greenbush Grafton Hoosick Nosth Greenbush Petersburg Pittstown Poestenkill Sand Lake Schaghtioke Schodack Schodack Stephentown.
Num- bar of towns	642 644 644 646 646 650 650 653 653 653

RENSBELAER COUNTY — EXPENDITURES

Total expendi- tures for all highway purposes	\$35,559.97
Balance in miscel- lancous fund	\$10 83 20 53 20 53 33 23 12 03 16 16 103 91 104 46
Other miscel- laneous purposes	#356 00 00 00 00 00 00 00 00 00 00 00 00 00
Removal of obstructions tions caused by anow	\$200 080 1,994 135 843 555 843 556 1,664 106 1,845 106 1,247 556 1,555 677 1,555 677 1,240 31 1,240 31
Balance in machinery fund	\$108 22 19 28 29 29 29 29 29 29 29 29 29 29 29 29 29
Purchase, repair and storage of ma- chinery	104 6 10 10 10 10 10 10 10 10 10 10 10 10 10
Balance in bridge fund	\$225 05 11 16 92 56 12 66 94 1, 562 89 248 98 348 98 12 49 10 31 112 60 175 60
Construc- tion and repair of bridges	121118 121118 121118 122845 10 10288 85 1038 85 11888 85 11888 85 11888 85 11888 85 11888 85 11888 85 11888 85 11888 85 11888 85 1188
Balance in highway fund	\$346 38 40 70 38 38 86 38 86 38 86 38 86 38 86 38 86 38 86 38 86 38 86 38 86 38 86 38 86 38 86 38 86 88 86 38 86 88 86 38 86 80 80 80 80 80 80 80 80 80 80 80 80 80
Repair of high-ways, including materials and rental of ms-chinery	23. 7043 27.722 86 27.722 86 27.230 23 27.230 23 27.230 89 27.230
TOWNS	Berlin Gast Greenbush Grafton Grafton Grafton Hoosiek Hoosiek Nassau Pittaton Pittaton Pittaton Postenkill Sand Lake Schaphtiooke Schaphtiooke Schaphentown Total
Num- ber of cowns	25.24.24.25.25.25.25.25.25.25.25.25.25.25.25.25.

ROCKLAND COUNTY - RECEIPTS

t re- for for see	88
Total amount received for all highway	\$90,663 28
Amount collected and spropriated for snow and miscellancous purposes	\$1,125 06 1,500 00 1,747 77 3,542 56 731 67
Amount collected and appropriated for the purchase, repair and storage of machinery and tools	\$973 62 200 000 486 59 1,081 84 103 13
Amount collected and appropriated for bridges	\$3,056 02 1,850 00 2,940 27 907 64 883 38
Total available for high- ways in 1916	\$20,973 42 3,912 56 18,572 03 17,622 05 8,453 64
Amount received as State aid	6,285 16 904 96 5,281 87 5,119 50 2,259 24
Amount collected and appropriated for highways	\$13,470 05 2,600 60 11,925 44 11,280 00 4,650 00
Balance on hand from previous	\$1,218 21 407 00 1,384 72 1,222 55 1,544 40 \$5,756 88
Valuation per mile as basis of State aid	\$51,088 69,612 83,838 41,622 46,107
Valuation of towns outside of towns outside of villages, including county and State equalization	\$6,285,166 904,960 69,281,876 5,281,876 5,119,608 41,625 2,259,243 46,107
Num- ber of miles of high-	221 222 232 34 178
TOWNS	Clarkstown. Havenstraw. Orangetown. Ramspo. Stony Point. Total.
Num- ber of towns	656 658 659 660 660

ROCKLAND COUNTY — EXPENDITURES

Total expendi- tures for all highway	\$77.727 91
Balance in miscel- laneous fund	\$115 02 182 56 278 90 502 60 51,079 17
Other miscel- laneous purposes	\$310 78 125 56 840 19 883 06 1 25 2,160 84
Removal of obstruc- tions caused by snow	\$689 29 1,191 88 628 68 2,156 81 730 42 \$5,407 08
Balance in machinery fund	\$32 85 133 45 122 81 103 13
Purchase, repair in storage of ma-	\$940 77 66 55 363 78 1,081 84
Balance in bridge fund	\$1,075 38 271 77 555 84 247 44 261 32 \$2,411 75
Construc- tion and repair of bridges	\$1,980 64 1,578 23 2,384 43 660 20 622 06 \$7,225 56
Balance in highway fund	\$1,883 37 496 87 3,115 99 2,209 66 1,346 32
Repair of high-ways, including materials and rental of ma-chinery	\$19,090 05 3,415 89 15,412 89 7,107 32
TOWNS	Clarkstown Haverstraw Orangetown Ramapo Stony Point. Total
Num- ber of towns	656 657 659 660 860

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unt teted d d amount re- for celved for eached for and lingshway purposes	\$20 66 65 777 14
coldected and collected appropriate and show and miscellary of miscellary burposes	28 69 74 74 74 74 74 74 74 74 74 74 74 74 74
Amount collected and appropriated for the purchase, repair and storage of machinery and tools	25
Amount collected and appropriated for bridges	22,426 1,0436 1,0436 1,328 1,328 1,328 1,328 1,132 1,105 1,105 1,107 1,117 1,1
Total available for high- ways in 1916	20000000000000000000000000000000000000
Amount received as State aid	28 87 8 8 8 8 8 8 8 8 8 8 8 8 8 8 8 8 8
Amount collected and appro- priated for highways	18 003 25 24 928 40 18 000 000 000 000 000 000 000 000 000
Balance on hand from previous	: :: : : ! <b>!</b> "
Valuation per mile as basis of State aid	\$7,328 18,240 17,824 17,824 17,1824 18,551 18,551 18,551 19,052 10,053 10,05
Valuation of towns outside of villages, including county and State equalization	20, 138 3, 046, 213 30, 046, 213 30, 046, 121 1, 206, 1089 1, 441, 506 1, 441, 575 1, 1019, 338 1, 1019, 3
Num- ber of miles of high- ways	201 201 201 201 201 201 201 201 201 201
TOWNS	Brasher Canton Clair Ciliton Cilton Colton DeKyale Edwards Fine Fowler Gouverneur Harman Herman Herman Hokinton Lawrence Lisbon Macrisle Macrisle Macrisle Macrisle Martisle Parishville Parishville Parishville Parishville Parishville Parishville Rausell Stockholm Rosse Russell Stockholm Waington Total
Num- ber of towns	98653 98653 98653 98653 98653 9875 9875 9875 9875 9875 9875 9875 9875

# St. Lawrence County — Expenditures

Brauber 810 456 60 Caluro	vern of owns	TOWNS	Repair of high-ways, including materials and rental of ma-chinery	Balance in highway i und	Construc- tion and repair of bridges	Balance in bridge fund	Purchase, repair and storage of ma-	Balance in machinery fund	Removal of obstruc- tions caused by snow	Other miscel- laneous purposes	Balance in miscel- lançous fund	Total expenditures for all highway
Canton         12 640         460         4	ğ	Bracher	9	1 .		2577	•			8108		
Cilitar         3 9424 06         215 44 56         36 28         28 6         144 56         8 4 56         4 5		Canton	ş			~		<b>8</b> 33		375		
Cilifon 8 912 92 112 112 17 291 52 84 18 15 00 120 20 18 19 00 14 00 18 19 00 18 19 19 19 19 19 19 19 19 19 19 19 19 19	3	Clair	2	• •		238		4		, ,		
DeFeysier 9,773 67 1,346 14 05 14 06 15 06 14 06 15 06	\$	Clifton	212			œ		128		49		
De Peyator         3,003         70         13         86         2,234         80         7,724         90         101         90         112         11         21         21         21         21         224         80         107         87         16         90	12 S	Colton				222		550		8		
Edwards         2,731 00         619 60         112 11         287 89         107 87         77         228 80         225 08           Fine         6,417 00         488 88         488 88         112 11         287 89         107 87         77         228 80         285 80           Fine         6,417 00         144 18         1,357 80         117 55         482 88         197 14         333 80         48         18         18         14 1357 80         117 55         484 88         197 14         300 80         20 80<	88	Delastor				:		94		852		
Fine	8	Edwards		_		287		167		:		
Fowler	8	Fine				33	-	123		225		
Hormann	2	Fowler				293				155	•	
Hammond 5, 519 14 422 57 454 18 18 18 18 17 77 209 42 127 42 395 66 23 45 18 18 18 18 18 18 18 18 18 18 18 18 18	7	Gouverneur		_		117				ଷ୍ଟ	_	
Hopkinton         4, 562 50         479 04         433 17         712 77         70 42         20 42         366 68         27 00           Lawrence         12, 612 50         12, 618 30         1, 142 91         1, 142 91         1, 173 77         204 42         287 62         287 62         287 62         287 62         287 62         287 62         287 62         287 62         287 62         287 62         287 62         287 62         1, 102 00         1123 90         1124 90         1124 90         1124 90         1124 90<	35	Hammond		-				:		38	:	
Lawrence         4 143 44         559 81         447 71         293 28         245 86         257 56         250 51         251 56         252 56         252	34	Honkinton				712		:-		35		
Liabon         12 632 58         2.019 92         1.255 19         1.142 91         1.024 40         1.193 40         163 90         61 51           Lewisville         5,456 70         1.08 82         1.133 02         1.28 40         1.024 40         1.02 40         1.03 69         1.03 60         1.03 17         1.03 60         1.03 60         1.03 60         1.00 87	22	Lawrence		-		293		' :		8		
Lewisville         5,456 70         108 30         1,103 30         2 18         178 34         125 40         256 89         61 51           Machid         6,475 84         10 108 30         1,649 66         95 09         95 09         178 34         125 40         256 89         61 51           Machid         6,437 84         119 91         1,400 64         50 445 96         279 56         83 74         259 22         177 61         60 87           Machid         7,590 61         1,210 64         96 72 11         18 65         286 88         146 40         1,067 50         348 89           Norticle         7,590 61         1,210 66         867 21         18 65         296 89         231 64         1,621 11         90           Norticle         7,590 61         1,210 66         867 21         18 65         296 86         231 64         19 66         10 621 11         10 621         11           Norticle         7,590 61         1,210 14         20 96         606 88         18 67         11 62 11         10 67         11         11         11 62 11         10 67         11         11 62 11         11         11 62 11         11 62 11         11 62 11         11 62 11         11 62 11         11 62 11	92	Lisbon		-		1.142				163		
Machina         4, 308 22         1, 084 40         50 b         1, 084 50         17 b         10 b         17 b         10 b         18 b         1, 084 50         10 b         17 b         10 b <t< td=""><td><b>F</b></td><td>Lewisville</td><td></td><td></td><td></td><td>N (</td><td></td><td></td><td></td><td>256</td><td></td><td></td></t<>	<b>F</b>	Lewisville				N (				256		
Massina.         7, 560 61         2, 214 14         2, 022 01         1,770 20         2,445 68         36 58         146 65         1,067 50         348 80           Morriakown         7, 560 61         1,214 14         2,022 01         1,770 20         2,445 68         36 58         146 65         1,067 50         348 80           Norfolk.         6,276 62         1,210 65         3,647 37         1,8 65         296 89         203 11         460 40         1,611 11         80 90           Norfolk.         4,636 53         1,300 38         1,647 97         1,22 83         328 47         46         46 40         1,611 11         80 90           Persepublic         2,936 53         1,300 31         2,611 48         3,88 60         6,94 46         1,600 33         1,711           Pierregold         2,936 53         1,297 80         2,611 80         3,600 12         3,711         3,66 63         3,711           Pierregold         2,686 70         3,128 80         6,944 80         1,199 91         1,64 26         3,711           Road         3,100 80         3,100 80         3,100 80         3,100 80         3,100 80         3,100 80         3,100 80         3,100 80         3,100 80         3,100 80         3,100 80	200	Macomb.				G Z		60		12		
Morristown         5,276 62         1,210 56         967 21         18 65         296 89         203 11         469 40         1,621 11         80 90           Norfolk.         7,698 88         1,309 36         3,647 97         1,48 50         3,64 56         36 31 62         303 35         3,64 77         3,68 56         3,63 162         303 35         3,63 35         3,	28	Massing				32		88		1 087		
Norfolk.         7 698 88         3.647 97         1.452 03         694 56         1.297 63         244 97         344 97         1.297 82         3.648 97         3.44 97         1.297 82         3.64 97         3.64 97         3.64 97         3.64 97         3.64 97         3.64 97         3.64 97         3.64 97         3.64 97         3.64 97         3.64 97         3.64 97         3.64 97         3.64 97         3.64 97         3.64 97         3.64 97         3.68 35         3.64 97         3.68 35         3.64 97         3.68 35         3.64 97         3.68 35         3.64 97         3.68 35	3 5	Morristown				8		303		1,621	-	
Cowepatchie         8, 197 82         1, 309 36         154 31         975 72         590 13         12 97         531 66         38         182 78         1	23	Norfolk				1.452				3		
Partabylile         4 636 33         1 78         681 73         128 83         322 74         20 96         606 38         1 71         1 72         1 72         2 72         2	æ	Oswegatchie				975		12		308		
Piercefield         2, 935 53         281 14         38 96         594 48         199 11         256 53         38 164 29         38 96         150 31         289 75         38 96         38 31         39 86         39 76         38 32         38 164 29         38 86         39 86         39 86         39 86         39 86         39 86         39 86         39 86         39 86         39 86         39 86         39 86         39 86         39 86         30 86 <t< td=""><td>2</td><td>Parishville</td><td></td><td>-</td><td></td><td>22</td><td></td><td>8</td><td></td><td>-</td><td></td><td></td></t<>	2	Parishville		-		22		8		-		
Pietraport         5, 667 89         129 89         90 81         129 89         120 80         129 89         120 80         1	28	Piercefield		•		8				256		
Potentin	8	Pierrepont				Š.		151		3		
Forecastm         3,036         44         35         44         35         45         35         36	56	Pitcairn.				₽,				100		
Russell         7, 109         38         43         501         48         2 54         77         14         571         19         45         03           Recokbolm         7, 131         4, 988         70         4, 988         70         137         420         43         62         137         42         43         62         137         42         43         62         137         43         43         67         51         10         67         52           Wadington         4, 988         70         45         43         43         44         <	88	Potedam.						3°		1,080	•	
Blookholm         7,131 42         2,363 35         1,000 00         167 42         388 22         61 78         417 10         141 90         67 52           Wadington         4,988 70         4,988 70         835,387 91         80,338 81         814,266 70         81,741 53         813,896 90         87,666 97         81,888 62         8299	88	Pirenell				9 61		•		45		
Waddington 4,988 70 55 77 4.06 42 137 42 388 22 61 78 417 10 141 90 57 52  Total 8197,860 46 815,733 24 \$35,387 91 \$9,338 81 \$14,266 70 \$1,741 53 \$18,896 90 \$7,666 97 \$1,888 62 \$299	32	Stockholm								212		
8197,860 46 \$15,733 24 \$35,387 91 \$9,338 81 \$14,286 70 \$1,741 53 \$13,896 90 \$7,656 97 \$1,888 62 \$269	8	Wadington		-		-				141	57 52	
		Total	88	\$15,733	387	838	1	741	98	929	888	\$269,068 94

## SARATOGA COUNTY — RECEIPTS

Total amount received for all highway purposes		82 8129,653 86
Amount collected and appropri- ated for miscel- lancous purposes	25.25 25.25	\$23,216
Amount col- lected and application at ated for the purchase, repair and storage of machinery and tools	25 25 25 25 25 25 25 25 25 25 25 25 25 2	\$5,906 75
Amount collected and appropriated for bridges	25 1, 870 1,	\$19,423 80
Total available for high- ways in 1916	86.44.1.1.47.6.7.47.0.6.2.4.4.6.8.4.4.6.6.4.4.4.6.6.7.4.7.6.6.2.4.4.6.8.4.4.6.6.4.4.6.6.4.4.6.6.4.4.6.6.4.4.6.6.4.4.6.6.4.4.6.6.4.4.6.6.4.4.6.6.4.4.6.6.4.4.6.6.4.4.6.6.4.4.6.6.4.4.6.6.4.4.6.6.4.4.6.4.6.4.4.6.4.6.4.4.6.4.4.6.4.4.6.4.4.4.6.4.4.4.6.4	\$81,107 40
Amount received as State aid	24 25 25 25 25 25 25 25 25 25 25 25 25 25	\$30,892 59
Amount collected and appropriated for highways	2012 1 1 1 2 1 2 1 2 1 2 1 2 1 2 1 2 1 2	\$45,751 62
Balance on hand from previous year	272 286 171 28 182 28 28 48 38 181 29 186 28 48 38 181 21 174 21	£,463 19
Valuation per mile as basis State of aid	24, 872 9, 320 17, 088 17, 088 1, 1630 1, 1630	
Valuation of towns outside of villages, including county and State equalisa-	81,492,374 1,722,835 1,043,121 1,722,835 1,07,586 1,07,586 1,07,586 1,07,586 1,07,586 1,085 1,08	
Num- ber bigh- tigh-	<b>882888</b> 28282828888558	1511
TOWNS	Baliston Charlton Charlton Chifton Park Colifton Park Colifton Park Colifton Day Galway Foriday Half Moon Mortau Morthumberland Providence Saratoga Saratoga Saratoga Saratoga Saratoga Saratoga Saratoga Saratoga Waltori Waltori	Total
Num- ber of towns	689 689 689 689 689 689 689 700 700 700 700 710 710 710	· <b></b> ·

Saratoga County — Expenditures

Total expenditures for all highway purposes	\$114,376 41
Balance in miscel- laneous fund	## 191
Other miscel- laneous purposes	\$50 70 \$1 69 24 87 376 68 42 00 15 74 141 91 15 86 15 86 16 86 858 50 858 50 858 50 858 60 858 60 858 60 858 60 858 60 858 60
Removal of obstruc- tions caused by snow	81.257 33 1.815 36 1.938 16 471 22 284 94 284 1.192 92 2.348 00 2.348 00 2.348 00 1.192 92 1.192 92 1.192 92 2.348 00 1.371 60 1.371 60 1.371 60 1.371 60
Balance in machinery fund	#8 44 62 00 136 51 136 51 23 51 274 10 3 75 57 67 67 67 67 68 65 68 65 68 65 68 68 68 68 68 68 68 68 68 68 68 68 68
Purchase, repair and storage of ma- chinery	8405 63 107 63 63 107 6
Balance in bridge fund	\$6 25 309 122 504 505 504 505 504 505 504 505 504 505 505
Construc- tion and repair of bridges	\$5.917.71 943.75 1.016.56 1.016.56 1.016.56 1.019.89 1.048.41 1.28.60 1.38.60 1.38.60 1.948.0
Balance in highway fund	\$50 04 \$339 04 \$23 04 \$10 68 \$10,286 53 \$10,286 53 \$10,286 53 \$10,286 53 \$10,286 53 \$10,286 53 \$10,286 53 \$10,286 53
Repair of high- ways, including materials and rental of ma- chinery	\$3.584 65 2.77 877 877 877 877 877 877 877 877 877
TOWNS	Ballston Charlton Charlton Colifon Park Colifon Park Corinth Day Day Glothurg Galway Greenfield Haffley Haffley Malta Moreau Moreau Moreau Moreau Moreau Moreau Moreau Moreau Malta Milwater Providence Saratoga Stratoga Stratoga Stratoga Stratoga Malta Moreau Moreau Moreau Malta Moreau Malta Moreau Malta Moreau Malta Moreau Malta Moreau Malta Malta Malta Malta Malta
Num- ber of towns	695 695 695 695 696 696 697 700 700 700 700 700 700 700 700 700 7

SCHENECTADY COUNTY - RECEIPTS

	1   150
Total amount received for all highway purposes	\$60,276.47
Amount collected and appropriated for snow and miscellanceus purposes	\$4,479 39 6,078 03 552 78 906 50 3,742 72
Amount collected and appropriated for the purchase, repair and machinery and tools	\$678 59 200 00 220 20 1120 03 563 57 \$1,812 39
Amount collected and appropriated for bridges	\$2,082 15 500 00 77 43 5,088 94 4,388 51 \$12,117 03
Total available for high- ways in 1916	\$7,734 51 4,954 50 6,260 16 2,363 09 9,275 37
Amount received as State aid	\$3,120 00 1,650 00 2,015 81 840 00 2,500 00
Amount collected and appro- priated for highways	\$4,067 12 3,304 50 4,244 30 1,300 00 6,404 46
Balance for hand from previous year	\$547 39 223 09 370 91 81,141 44
Valuation per mile as basis of State aid	\$11,550 14,378 54,481 9,275 46,462
Valuation of towns outside of villages, including county and State equalisation	147 \$1,697,867 100 1,567,270 37 2,015,812 46 426,680 74 3,438,200
Num- ber of miles of high-	147 109 37 46 74 413
TOWNS	Duanesburg Glenville Niskayuna Frincetown Rotterdam Total
Num- ber of towns	71 8 714 7115 7115 7117

SCHENECTADY COUNTY - EXPENDITURES

Total xxpenditures for all iighway	654, 224 38
Balance e in miscel-lancous fund p	\$107 73 150 69 2 43 \$280 85 \$54,224 3
Other miscel- laneous purposes	2,274 36 24.26 34.26 331 60
Removal of obstruc- tions caused by snow	84,836 95 3,652 98 526 10 526 10 3,411 22 812,833 75
Balance in machinery fund	257 93 110 95 145 42 1 46 2 01 2 25 01
Purchase, repair and storage of ma-	\$620 66 80 05 1174 78 118 57 568 56
Balance in bridge fund	\$1,837.46 14.80 68.18 23.3 69 11,653 63
Construc- tion and repair of bridges	4,835 25 4,835 25 4,388 51
Balance in highway fund	\$633 67 304 80 602 81 408 06 1,938 55
Repair of highways, including materials and rental of ma-chinery	87,100 84 4,649 70 5,657 85 1,955 08 7,336 82
TOWNS	Duanesburg. Glenville. Niskayuna. Princeton. Rotterdam.
Num- ber of towns	713 714 715 717

## SCHOHARIE COUNTY - RECEIPTS

Total amount re- ceived for all highway purposes	8:282:1:881:188:2538:71	\$107,370 23
Amount collected and appropriated for miscellancous purposes	\$103 96 307 816 88 11,706 24 120 11,00 24 120 11,11 36 1,005 20 1,005 20 20 20 20 20 20 20 20 20 20 20 20 20 2	\$16,640 17 \$107,370
Amount collected and appropriated for the purchase, repair and storage of machinery and tools	\$30 43 70 23 70 23 328 338 338 338 338 338 338 338 338 338	<b>24</b> ,987 28
Amount collected and appro- priated for bridges	245 84 84 84 84 84 84 84 84 84 84 84 84 84	\$21,406 82
Total available for high- ways in 1916	25,007 24,104 25,100 25,202 25,202 25,202 25,203 25,703 25,703 25,901 25	\$64,336 96
Amount received as State aid	2,552 000 1,548 080 1,548 080 1,548 080 1,548 080 1,48 080 1,148 0	\$24,380 78
Amount oblighted and appropriated for highways	2, 2000 2, 2, 2, 2, 2, 2, 2, 2, 2, 2, 2, 2, 2, 2	\$33,136 72
Balance on hand from previous year	28 28 28 28 28 28 28 28 28 28 28 28 28 2	\$6,819 46
Valuation per mile as basis of State aid	7. 120 2. 907 2. 907 2. 907 2. 908 3. 1. 399 3. 399	
Valuation of towns outside of villages, including county and State equalisation	2266 578 319 344 1,083 784 384 766 587 367 367 583 672 683 672 687 347 687 347	
Num- ber of miles of high- ways	8018854518801528558	1,259
TOWNS	Blenheim Broome Carlisle Cobleskill Conserville Esperence Fulton Gilbos Middleburg Richmondville Schand Sharon Sharon Sharon Suammit	Total
Num- ber of towns	21222222222222222222222222222222222222	

# SCHOHARIE COUNTY — EXPENDITURES

	::::::::::	8
Total expendictures for all highway purposes		\$93,639
Balance in miscel- lancous fund	25.5 5.7 144.5 7.7 22.3 23.9 24.9 25.0 17.0 16.9 17.0 18.9 17.0 18.9 17.0 18.9 17.0 18.9 18.9 19.0 19.0 19.0 19.0 19.0 19.0 19.0 19	\$636 84
Other miscel- laneous purposes	\$3 214 73 5214 73 5214 73 5214 73 5214 73 53 73 53 73 54 73 55 74 56 73 57 74 58 75 58 75	\$2,396 10
Removal of obstruc- tions caused by snow	245 77 28 28 29 45 77 28 29 45 77 29 45 77 29 29 29 29 29 29 29 29 29 29 29 29 29	\$13,607 23
Balance in machinery fund	27 28 28 28 28 28 28 28 28 28 28 28 28 28	\$784 82
Purchase, ropair and storage of ma-	882 375 882 375 882 375 872 383 872 393 873 375 873 875 874 875 875 br>875 875 875 875 875 875 875 875	\$4,202 46
Balance in bridge fund	2446 47 222 22 222 25 159 556 159 50 196 50 116 81 1, 653 12 1, 65	<b>\$3</b> ,924 83
Construc- tion and repair of bridges	28 34 28 34 28 34 11,673 11 1,673 11 1,673 11 199 91 199 91 1,573 08 2,573 08 2,573 08 1,573 08 430 65 430 65 430 65 430 65 1,431 41 1,332 41 1,333 42 1,333 43	\$17,480 99
Balance in highway fund	25.25 40 22.25 40 22.25 40 22.25 40 22.25 40 22.25 114 38 73 12 40 22.14 20 20 20 11 5.00 20 20 20 20 20 20 20 20 20 20 20 20 2	\$8,384 44
Repair of high- ways, including materials and rental of ma-	2, 1335 1, 135 1, 135 1, 135 1, 136 1, 136 1	\$55,952 52
TOWNS	Blenheim Broome Carlisle Coleskill Conesville Esperence Fulton Gilloa Middlebug Richmondville Schoharie Seward Sumrut Summt	Total
Num- ber of towns	718 718 722 722 724 725 726 726 727 727 727 728 728 728 728 728 728 728	

SCHUYLER COUNTY — RECEIPTS

to sa	:::::: 9
Total amount received for all highway purposes	\$54, 367 42
Amount collected and appropriated for snow and misoel-lanbous purposes	2211 GS 97 422 97 725 11,318 23 725 735 8 4 8 8 8 8 8 8 8 8 8 8 8 8 8 8 8 8 8 8
Amount cal- lected and appropri- ated for the purchase, repair and storage of machinery	\$200 00 84 71 546 10 502 68 285 82 285 82 286 82 150 00 1150 0
Amount collected and appropriated for bridges	\$129 03 \$32 32 543 86 4,664 14 1,059 86 1,059 86 1,873 27 1,801 71 399 98
Total available available ways in 1916	24, 130 60 1, 746 53 7, 045 67 10, 804 67 10, 804 67 10, 804 67 10, 804 64 10, 804 64 10
Amount received as State aid	2,255 00 2,255 00 4,255 00 1,255 00 1,155 00 1,855 00 1,8
Amount collected and appro- priated for highways	22,501 45 750 00 6,000 00 11,500 00 2,900 00 2,001 78
Balance on hand from prévious year	42, 25, 25, 25, 25, 25, 25, 25, 25, 25, 2
Valuation per mile as bads of State aid	86.748 9,556 10,428 11,626 11,636 14,036 6,337
Valuation of towns utade of towns utade of villages, including county and State equalization	8485,914 844,150 938,356 2,424,228 479,649 819,642 856,149 621,116
Num- ber of Migh-	2888211528 25 26 24 25 25 25 25 25 25 25 25 25 25 25 25 25
TOWNS	Catharine Cayuta Dir. Hector Hostor Orange Reading Tyrone
Num- ber of towns	734 735 738 739 740

SCHUYLER COUNTY — EXPENDITURES

Total expendi- tures ( for all highway purposess	843,947 <u>4</u> 61	:
Balance in misce - laneous fund	\$3 56 45 09 21 72 21 72 4 43 4 65 16 12	
Other miscel- laneous purposes	\$26 42 3 000 488 63 506 00 159 20 28 00	
Removal of of obstructions caused by snow	\$181 05 49 33 480 12 1,296 12 219 70 224 17 312 30	
Balance in machinery fund	\$34 10 33 05 33 05 212 09 4 6 95 4 8 69 277 42 \$66 70	-
Purchase, repair and storage of ma- chinery	\$165 90 \$185 90 \$34 10 \$502 68 \$248 37 \$245 83 \$245 83 \$1,763 74	-
Balance in bridge fund	\$77 50 58 48 18 48 1,310 80 1,659 71 1,659 71 166 56	-
Construc- tion and repair of bridges	\$51 53 273 86 273 86 512 86 1,058 86 142 00 142 00 142 00 86,179 31	-
Balance in highway fund	\$727 14 625 04 7 19 2 , 903 74 507 98 224 22 688 71 662 67	-
Repair of high-ways, including materials and rental of ms-chines.	\$3 408 55 1,121 49 7,081 49 7,905 67 2,019 34 4,178 53 3,044 53 3,359 42	-
TOWNS	Catharine Cayuta Dix. Dix. Mentour Montour Reading Tyrone. Total	-
Num- ber of towns	458873333	_

### SENECA COUNTY — RECEIPTS

Total amount re- ceived for all highway purposes	\$81,532.52
Amount collected appropriated for ated for miscellanceus purposes	21,864 20 2,785 20 1,515 20 1,384 45 1,394 45 1,904 37 872 98 1,608 40 1,608 40 1,608 40 1,608 40 1,808 40 1,80
Amount collected and appropriated for the purchase, repair and storage of machinery and tools	\$538 49 797 538 49 797 545 89 11,121 913 80 331 05 138 44 138 44 138 44 100 00
Amount collected and appro- priated for bridges	2,596 07 2,596 01 2,596 01 200 10 800 10 800 10 1,225 43 1,225 43 88,854 06
Total available for high- ways in 1916	86,956 92 9,646 94 4,330 53 5,385 92 4,705 77 8,401 08
Amount received as State aid	83,714 05 81,750 00 2,730 77 1,575 00 3,813 1,775 00 3,813 1,775 00 3,634 26 1,750 00 3,635 65 1,300 00 1,978 49 900 00 1,978 49 900 00
Amount collected and appro- priated for highways	
Balance on hand from previous year	\$1,486 77 1,951 87 1,011 2,841 29 10 11 101 72 101 72 42 34 42 34
Valuation per mile as basis of State aid	#15,663 16,288 11,044 11,044 17,891 17,891 17,891 11,628 18,792 18,793 18,793 33,702
Valuation of towns outside of villages, including county and State equaliza-tion	\$1,006,473 \$1,006,473 \$1,006,606 \$0,5782 \$1,206,654 \$1,320,294 \$1,432,932 \$1,004,500 \$1,005,440 \$1,
Num- ber of miles of high-	5422148822
TOWNS	Covert Fayette Junius Lodi Ovid Romulus Seneas Falls Tyre Varick Waterloo
Number ber of towns	24.74.74.74.74.74.74.74.74.74.74.74.74.74

SENECA COUNTY -- EXPENDITURES

Total expendi- tures for all highway purposes	80 370, 838
Balance in miscel- lancous fund	\$226 93 2 60 8 2 60 8 2 60 8 2 60 8 2 60 8 3 60 8 3 60 8 3 60 8
Other miscel- laneous purposes	\$144 04 12 25 12 25 59 25 262 13 226 30 120 33 120 33
Removal of obstruc- tions caused by snow	\$1,493 32 2,740 32 2,740 32 1,453 97 1,142 16 1,142 16 1,142 16 1,144 80 1,144 25 12,322 30
Balance in machinery fund	\$39 27 42 178 25 16 18 116 14 84 99
Purchase, repair and storage of ma-chinery	\$638 49 758 26 568 69 545 99 1,121 59 315 55 315 55 316 37 193 52 163 52 163 52 164 354 35
Balance in bridge fund	\$177 41 647 54 84 58 948 69 4 64 701 94 701 98 88 16 4 92
Construc- tion and repair of bridges	\$310 30 1,948 49 90 87 668 41 621 43 234 83 244 84 11,225 84 1,225 43 86,327 29
Balance in highway fund	\$3,855 00 1,556 23 1,656 23 1,000 10 994 26 502 94 148 07 842 845 842 845
Repair of high-ways, including materials and rental chinery	\$3 095 82 8 000 01 4 1.178 88 4 1.178 88 1 4.390 76 3 4.20 46 3 4.20 46 3 4.20 46 3 4.20 46 4 3.80 96 5 2 870 03
TOWNS	Covert Fayette Junia Lodi Covid Romulus Senees Falis Tyve Varick Waterloo
Num- ber of towns	74. 74. 74. 74. 74. 74. 74. 75. 76.

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Total amount re- ceived for all highway purposes		\$300,296 58
Amount collected and appropriated for miscellangeous purposes	1, 1923 988 988 988 988 988 988 988 988 988 98	822,758 15
Amount collected and appropriate for for the purchase, repair and storage of machinery and tools	55548855588884488155588888 <del>3558</del> 558	\$18,061 88
Amount collected and appropriated for bridges	45222222222222222222222222222222222222	\$68,924.34
Total available for high- ways in 1916	801777477446444644644644646464646464646464	\$200,552 21
Amount received as State aid	### 12222222222222222222222222222222222	\$67,795 00
Amount collected and appropriated for highways	21-22-22-25	\$115,708 07
Balance on hand from previous year	8400888182847182888 <del>0888888881244</del>	\$17,049 14
Valuation per mile as basis of State aid	######################################	
Valuation of towns outside of villages, including county and State equalisation	203 4691 1,622 488 11,526 482 1,612 198 11,526 483 1,012 482 1,012	
Num- ber of milles of high- ways		3,094
TOWNS	Addison Avoka Bash Bradford Cameron Cameron Conniston Co	Total
Num- ber of towns	74554 7454 7454 7454 7454 7474 7474 747	

# Steuben County — Expenditures

Total expenditures for all highway purposes	20 PAGE 7308	707
Balance in misoel- laneous fund	88 88 88 89 89 89 89 89 89 89 89 89 89 8	
Other miscel- laneous purposes	200 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1	5
Removal of obstruc- tions caused by anow	288 2888 2900 2818 2	5
Balance in machinery fund	25	
Purchase, repair and storage of ma-chinery	24-74 24-74 25-13-13-13-13-13-13-13-13-13-13-13-13-13-	5
Balance in bridge fund	2016 2016	3
Construc- tion and repair of bridges	2. 2. 2. 2. 2. 2. 2. 2. 2. 2. 2. 2. 2. 2	Š
Balance in highway fund	1, 416 1, 416 1, 416 1, 416 1, 416 1, 416 1, 416 1, 416 1, 416 1, 611 1,	
Repair of high-ways, including materials and rental of ma-chinery	2.208 25.	
TOWNS	Addison Avoca Bath Bath Bath Bath Campbell Campbell Canisteo Colocton Colocton Colocton Colocton Cornin Colocton Cornin Colocton	T OUBT
Num- ber of towns	252125252525252525252525252525252525252	

### SUFFOLK COUNTY - RECEIPTS

	. •
Total amount re- ceived for all highway purposes	776 777 777 892 802 803 803 8013,832 64
Amount collected and and asted for snow and miscellancous purposes	811,750 76 6,447 77 6,447 77 1,607 00 1,607 00 1,847 01 1,847 01 13,847 01 4,850 49 4,707 33
Amount collected and appropriated for the purchase, repair and storage of machinery and tools	8029 32 877 16 820 48 820 44 827 16 1,466 61 1,477 74 1,477 74 1,477 74 1,477 74
Amount collected and appropriated for bridges	\$3,684 33 3,067 63 1,000 1 1,000 1 1,0
Total available for high- ways in 1916	\$22,786 68 31,249 04 31,249 04 83,401 31 6,010 33,611 31 6,1178 76 84,1184 46 84,178 76 8533,609 05
Amount received as State aid	25, 108 53 26, 108 53 26, 102 24 26, 102 24 26, 102 24 10, 343 96 10, 343 94 10, 343 94
Amount collected and appropriated for highways	18 115 34 91.887 92 25.270 57 25.680 28 28 20 20 20 20 20 20 20 20 20 20 20 20 20
Balance on hand from previous	\$562 81 4,238 23 60 46 9,159 10 1,245 25 234 25 235 235 235 235 235 235 235 235 235 2
Valuation per mile as basis of State aid	53.08 52.38 52.38 52.38 52.37 113.72 58.82 58.82 58.82 58.82 58.83 58.83
Valuation of towns outside of villages, including county and State equalization	128 54, 108, 537 532, 008 153 5 918, 000 38, 679 201 25, 400, 500 38, 679 201 25, 400, 500 38, 679 201 25, 400, 500 38, 679 201 274, 865 40, 298 201 274, 863 10, 293 201 274 201 274 201 274 201 274 201 274 201 274 201 274 201 274 201 274 201 274 2
Num- ber of miles of high- ways	1,953 1,953 1,953 1,953
TOWNS	Babylon. Brookhaven. East Hampton. Huntington. Jaip. Riverhead. Shelter Island. Smithown. Southampton. Total.
Num- ber of towns	784 785 786 787 789 789 790 791

SUFFOLK COUNTY — EXPENDITURES

	100 1
Total expendi- tures for all highway purposes	\$488,753 49
Balance in miscel- laneous fund	\$5,315,99 2,364,60 2,364,60 1,08,93 1,08,93 1,08,93 363,82 363,82
Other miscel- laneous purpoees	\$6,028 52 743 64 5,291 06 1,185 30 1,188 87 438 87 438 87 11,888 11 2,036 48
Removal of obstructions caused by snow	\$406 25 11,850 179 11,060 20 11,060 20 11,060 20 11,958 90 2,450 19
Balance in machinery fund	\$524 48 137 69 137 69 207 29 90 40 222 07 160 01
Purchase, repair and storage of ma- chinery	2 104 84 706 86 867 86 86 867 84 11.367 21 11.308 70 11.308 70
Balance in bridge fund	\$1,546 53 2,501 06 1,529 92 1,000 00 477 64 580 58 4,962 37 1,56 23 812,897 23
Construc- tion and repair of bridges	\$2,137 80 237 80 237 80 508 61 441 10 441 10 282 99 2 306 98 2 224 31
Balance and highway fund	\$6,141 69 47,786 461 11,436 50 6,952 81 1,492 81 1,492 81 1,492 81 9,337 86 9,052 24 7,437 88
Repair of high-ways, including materials and rental of ma-chinery	816, 644 99 86, 869 46 29, 464 12 77, 244 12 77, 18 86 32, 118 86 13, 561 62 13, 561 62 85, 132 21 86, 741 21
TOWNS	Babylon Brookhaven Last Hampton List Hutington Isip Riverhead Smithlown Southampton Southand
Num- ber of towns	784 785 786 787 788 788 790 790 791

## SULLIVAN COUNTY - RECEIPTS

Total amount received for all highway purposes	28 28 28 28 28 28 28 28 28 28 28 28 28 2
Amount collected and approprated for ated for misow and misoeilaneous purposes	2 984 98 98 98 98 98 98 98 98 98 98 98 98 98
Amount col- special and special and ated for the purchase, repair and storage of machinery and tools	25.02 20.02 20.02 20.02 20.03
Amount collected and atpuro- priated for bridges	250 250 260 260 260 260 260 260 260 260 260 26
Total available available ways, in 1916	\$7 812 55 7,886 60 5,428 60 11,424 45 11,524 45 12,526 84 1,526 84
Amount received as State aid	8 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2
Amount collected and deprivated for highways	######################################
Balanoe on hand from previous year	223 86 27 76 27 76 27 76 2 77 5 87 6 06 106 63 106 63 106 63
Valuation per mile as basis of State aid	88.028 11.656 11.656 11.656 11.656 11.656 11.181 12.208 13.008 13.008 13.008 14.008 14.008 15.008 16
Valuation of towns outside of village, including county and State equalization	81,300,787 692,576 692,576 693,598 1,373,292 834,680 834,680 834,680 834,680 834,680 1,383,128 1,383,128 1,489 1,118,661 1,094,623 1,094,623 1,118,661 1,094,623 1,118,661 1,094,623 1,118,661 1,094,623 1,118,661 1,094,623 1,118,661 1,094,623 1,118,661 1,094,623 1,118,661 1,094,623 1,118,661 1,094,623 1,118,661 1,094,623 1,118,661 1,094,623 1,118,611 1,094,623 1,118,611 1,094,623 1,118,611 1,094,623 1,118,611 1,094,623 1,118,611 1,094,623 1,118,611 1,094,623 1,118,611 1,094,623 1,118,611 1,094,623 1,118,611 1,094,623 1,118,611 1,094,623 1,118,611 1,094,623 1,118,611 1,094,623 1,118,611 1,094,623 1,118,611 1,094,623 1,118,611 1,094,623 1,118,611 1,118,61
Num- ber of miles of high-	252 252 253 253 253 253 253 253 253 253
TOWNS	Bethel Calicoon Cohecton Delaware Fallaburg Forestburg Forestburg Freemont Highland Liberty Lumberland Mamakating Neversink Rockland Thompson Tuston. Total
Number ber of towns	200 200 200 200 200 200 200 200 200 200

SULLIVAN COUNTY - EXPENDITURES

Total expendi- ture for all highway purposes		\$139,598 44
Balance in miscel- lancous fund	## 40 47 15 42 06 3 65 3 44 181 28 112 85 215 68	\$611 05
Other misoel- lancous purposes	\$225 \$225 \$22 \$22 \$22 \$26 \$26 \$26 \$33 \$33 \$33 \$33 \$33 \$33 \$34 \$4 \$5 \$6 \$6 \$6 \$6 \$6 \$6 \$6 \$6 \$6 \$6 \$6 \$6 \$6	\$5,150 38
Removal of obstructions caused by anow	2,266 11 200 84 100 84	87,776 97
Balance in machinery fund	20 20 20 20 20 20 20 20 20 20 20 20 20 2	\$580 66
Purchase, repair and storage of ma- chinery	25.73 26.73	\$7,063 34
Balance in bridge fund	\$65.27 100 61 100 61 202 47 209 47 104 59 104 59 10	\$3,300 15
Construc- tion and repair of bridges	2424 1924 1924 1924 1024 1024 1024 1024 1024 1024 1024 10	\$12,629 75
Balance in highway fund	8870 77 66 578 94 378 94 378 94 378 94 378 94 378 90 3,616 51 1,824 80 1,334 34 1,166 38 1,166 38 1,166 38	\$10,807 93
Repair of high-ways, including materials and rental of ma-chinery	26, 941 81 7, 865 34 7, 865 34 7, 865 34 7, 106 19 7, 106 19 10, 866 79 8, 861 10 12, 285 14 12, 285 14 17, 771 94	\$106,978 00
TOWNS	Bethel Caliscon Caliscon Caliscon Caleware Fallaburg Freemout Freemout Lumberts Lumberts Lumberts Lumberts Corestant	Total
Num- ber of towns	200 8 200 8	

TIOGA COUNTY — RECEIPTS

Total amount re- ceived for all highway purposes	886, 034 55
Amount collected and appropriated for snow and miscellaneous purposes	\$1,180 85,230 61,480 85,180 85
Amount collected and appropriate for the purchase, repair and storage of machinery and tools	\$600 00 366 03 366 03 107 93 551 74 588 02 236 23 536 23 539 96 539 96
Amount collected   and appriated for bridges	\$3, 300 63 1,343 72 2,285 11 1,157 46 4,757 46 1,580 00 1,580 00 4,430 88
Total available for high- ways in 1916	\$6,410 10 \$3.30 6578 8,076 873 3,678 623 3,678 642 10,996 654 10,996 654 7,742 70 7,742 70
Amount received as State aid	\$2,826 89 1,117 48 1,417 74 1,117 48 1,510 00 1,514 18 1,744 18 3,113 62
Amount Collected and appropriated for highways	\$3. 3. 42. 48. 2. 0.03.
Balance on hand from :4 previous year	\$4.6 56 706 78 706 78 706 78 706 78 82 80 62 64 65 73 566 73 181 04
Valuation per mile as basis of State aid	88.628 8,628 6,527 12,056 10,530 10,330 10,330
Valuation of towns outside of villages, including county and State equalization	\$1.139,001 1.97,111 6.85,369 6.85,369 2.358,894 1.310,751 1.310,751 1.310,751 1.310,751 1.310,751 1.320 1.330
Num- ber of miles of high-	132 58 191 88 73 73 100 1,067
TOWNS	Barton. Berkshire. Cardor. Candor. Newark Valley. Nichols Owego. Richford Spenford Tiogs.
Number of towns	8800 8810 8811 8811 8814 8815 8815

TIOGA COUNTY — EXPENDITURES

	1 :::::::::::::::::::::::::::::::::::::	
Total expendi- fures for all highway purposes	77 877, 283 92	
Balance in miscel- lancous fund	28 83 77 8 199 98 19 00 61 90 19 00	
Other miscal- lancous purposes	205 35 42 09 42 09 42 09 65 00 00 00 00 00 00 00 00 00 00 00 00 00	
Removal of obstructions tions caused by anoth	\$975 50 1897 50 449 65 447 77 589 79 1,868 54 788 85 796 95	-
Balahba in machinery fund	211 18 53 55 53 55 263 55 263 55 263 55	•
Purchase, répair and storage of ma-	260 260 260 260 260 260 260 260 260 260	•
Balance in bridge fund	\$28 34 \$28 34 \$65 06 346 79 91 30 449 39 200 75	•
Construc- tion and repair of bridges	\$3,309 63 1,748 72 1,748 72 2,238 77 4,410 1 658 70 1,078 81 4,230 13	•
Balance in highway fund	\$1,827 67 \$46 63 \$46 63 \$268 53 \$18 92 \$3 94 04 \$59 08 \$2,485 79 \$6,485 57	-
Repair of high-ways, including materials and rental chinery	2, 582 43 2, 483 95 2, 483 95 8, 6134 10 3, 218 72 10, 994 15 3, 736 15 5, 256 91 45, 110 76	-
TOWNS	Barton. Forkshire Candor. Newark Valley. Nichols. Owogo Richford Spencer. Tioga.	-
Num- ber of towns	88888888888888888888888888888888888888	-

TOMPKINS COUNTY - RECEIPTS

Total amount received for all highway purposes	888, 997 11
Amount collected and appropriated for snow and for miscellaneous purposes	2,278 95 2,278 95 2,278 95 437 96 657 36 657 36 1,036 39 1,036 39 147 24
Amount collected and appropriated for the ated for the purchase, repair and storage of machinery and tools	\$417 06 628 14 628 197 628 197 750 17 750 17 250 07 250 00 44, 310 44
Amount collected and appropriated for bridges	\$702 06 1,553 81 4,924 08 1,439 01 1,979 00 1,979 00 1,852 78 3,500 00 2,350 00
Total available for high- ways in 1916	4, 188 47 12, 266 32 12, 266 32 12, 201 77 4, 226 24 6, 948 77 6, 948 77 6, 948 77 6, 948 77 6, 948 77 6, 948 77 6, 948 77 7, 7, 7, 7, 7, 7, 7, 7, 7, 7, 7, 7, 7, 7
Amount received as State aid	2,550 00 00 00 00 00 00 00 00 00 00 00 00
Amount collected and appropriated for highways	\$2,087 83 6,116 00 6,119 32 6,119 32 6,119 32 7,024 00 3,546 00 2,547 40 3,571 40 3,571 40
Balance qn band from previous	\$448 04 226 32 1,532 432 1,532 632 530 83 185 07 185 07 228 01 228 01
Valuation per mile as basis of State aid	\$7,506 6,492 10,009 10,500 10,500 10,500 10,630 4,789 4,789
Valuation of towns outside of villages, including county and State equalization	9930, 825 811, 537 1, 921, 748 1, 140, 557 1, 140, 557 1, 1509, 884 1, 1509, 884
Num- ber of miles of high-	124 1255 192 192 193 194 194 100 1,067
TOWNS	Caroline Danby Dryd'n Enkeld Groton Ituaca Lansing Newrield Ulyssea.
Num- ber of towns	818 819 820 821 822 822 823 824 825 825

TOMPKINS COUNTY -- EXPENDITURES

Total expendi- tures for all highway	\$81,320 60
Balance in miscel- lancous fund	\$31 30 3 28 96 66 156 08 199 06
Other miscel- laneous purposes	21 55 347 75 21 55 197 95 55 80 58 02 226 14 220 14
Removal of obstructions caused by snow	\$150 25 606 23 1,931 20 869 82 173 40 445 40 777 37 474 45
Balance in machinery fund	\$1 20 172 67 32 40 42 87 108 35 \$357 49
Purchase, repair and storage of ma- chinery	\$417 06 688 94 581 97 232 23 456 77 717 717 717 536 90 141 65 \$3,952 95
Balance in bridge fund	\$155.87 558.10 168.97 608.97 18.25 328.89
Construc- tion and repair of bridges	\$702 06 1,392 09 4,924 09 4,924 09 880 91 5,137 12 1,870 61 1,834 53 3,020 91 2,021 11
Balance in highway fund	2477 89 1,256 04 1,225 61 280 07 280 07 280 144 24 56 45 212 148
Repair of high- ways, including materials and rental of ma-	\$3.711.58 3.116.18 10.937.08 3.002.63 6.932.06 5.937.47 5.839.28 5.839.28
TOWNS	Caroline Dauby Dryden Enfeld Groton Lansing Newfield Ulysees
Num- ber of	828 822 822 822 823 822 825 823 823

#### ULSTER COUNTY - RECEIPTS

_ £5 Ès	### ### ### ### ### ### ### ### ### ##
Total amount received for all highway purposes	\$203,762
Amount collected and appropriated for show and miscellanceus purposes	708 846 708 846 708 846 1029 900 313 242 845 945 1,394 696 1,394 696 1,394 696 1,195 907 1,195 9
Amount collected and appropriated for the purchase, repair and storage of machinery and tools	20 20 20 20 20 20 20 20 20 20 20 20 20 2
Amount collected and appro- printed for bridges	\$1,238 97 51 1844 885 18 1844 885 18 1844 885 18 1844 885 18 18 18 18 18 18 18 18 18 18 18 18 18
Total available for high- ways in 1916	750 00 62 611 75 600 00 6 6318 37 600 00 6 6318 37 780 00 6 6318 37 780 00 7 66 60 780 00 7 66 7 780 00 7 66 7 780 00 7 750 00 650 00 6 7 7 750 00 7 750
Amount received as State aid	चुनेनेन नेनेनेनेलेलेलेनेक्लिलेनेक
Amount collected and appropriated for highways	### 1
Balance on hand from previous year	2,1068 333 1,068 333 460 45 2,174 22 2,174 22 2,
Valuation per mile as basis State of sid	\$1,311 35,516 10,072 2,214 12,314 12,314 12,314 14,514 15,234 16,45 16,4
Valuation of towns outside of villages, including county and State equaliza-	\$132.404 2.628.188 875.131 143.955 1.529.586 413.955 1.529.413 1.529.413 1.529.413 1.529.413 1.529.413 1.529.413 1.529.413 1.529.413 1.529.413 1.529.413 1.529.413 1.661.007 1.106.74 1.106.74 1.106.74 1.107.470 1.107.470
Num- ber of miles of high- ways	24288888888888888888888888888888888888
TOWNS	Denning Ecopus Ecopus Radenburg Harley Hurley Kingston Lloyd Marbhoro New Patts Olive Plattekill Rochester Rocendale Saugerties Shangalin Shawangunk Wawarang Woodstock Total
Num- ber of towns	222 222 222 222 222 222 222 222 222 22

# Ulster County — Expenditures

	l ::::::::::::::::::::::::::::::::::::	8
Total expenditures for all bighesy		\$180,937
B-lance in miscel- lancous fund	88 88 88 88 88 88 88 88 88 88 88 88 88	\$759 46
Other miscel- laneous purpoees	22	9058 50
Removal of obstructions caused by snow	280 1 28 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2	\$13,962 27
Balance in machinery fund	#8484112854 #85882 #85854 #858558 #858558	\$1,143 15
Purchase, repair and storage of ma-	28 88 88 88 88 88 88 88 88 88 88 88 88 8	\$3,521 33
Balance in bridge fund	255 522 255 522 255 522 257 525 257 52	\$5,213 40
Construc- tion and repair of bridges	233 94 1,748 01 1,748 01 1,748 01 203 20 203 20 203 20 1,164 20 1,	\$69,672 38
Balance in highway fund	221 32 1,002 1 1,002 1 394 174 178 178 178 178 178 178 178 178 178 178	\$15,708 36
Repair of highways, including materials and rental ohinery	25. 310 47. 31	\$102,823 88
TOWNS	Denning. Esopus Hardenburg Marbletown Marbletown Marbletown Marbletown Marbletown Marbletown Marbletown Marbletown Marbletown Nowerties Standakin Shawangunk Shawangunk Wawarang Woodstook	Total
Num- ber of towns	228 228 228 228 228 228 228 23 20 20 20 20 20 20 20 20 20 20 20 20 20	_

## WARREN COUNTY — RECEIPTS

Total amount received for all highway purposes	\$76,635 30	
Amount collected and appropriated for miseel-laneous purposes	2667 46 2667 46 218 40 218 40 311 77 226 338 17 226 338 11 208 453 11 208 453 11 208 453 11 208 453 11 208 453 11 208 109 100 100 100 100 100 100 100 100 100	
Amount col- lected and appropri- ated for the purchase, repair and repair and machinery and tools	### ### ##############################	
Amount collected and appropriated for bridges	24.65 74 250 000 2 200 000	•
Total available for high ways in 1916	24, 500 24, 500 24, 500 24, 500 25, 50	
Amount received as State aid	81,200 000 1,150 000 000 000 000 1,150 000 000 000 000 1,150 000 000 000 000 1,150 000 000 000 000 000 1,150 000 000 000 000 1,150 000 000 000 000 000 000 1,150 000 000 000 000 000 000 000 000 000	•
Amount collected and appropriated for highwaye	20000000000000000000000000000000000000	-
Balance on hand from previous year	154 30 124 30 173 50 173 50 173 50 196 33 196 33 87 24 8882 98	
Valuation per mile as besis of State	816 21,256 21,256 4,658 4,658 22,25 6,212 6,213 6,213 15,024 15,024 15,024	•
Valuation of towns outside of villages, including county and State and State equalisa-	81.382 044 1,020,710 600 964 548,128 300 977 410,430 4	
Num- pof nules of high-	885 128 158 158 158 174 177 170 170 170 170 170 170 170 170 170	-
TOWNS	Bolton Cald well Cald well Calceter Hagun Horroon Jo. nasburg Lucerne Queenbury Stony Oresk Thurman Warrensoung	
Number bor towns	8840 8850 8850 8850 8850 8850 8850 8850	-

WARREN COUNTY — EXPENDITURES

Total expendi- fures for all highway purposes	200 232 200 232 200 232 22 73 73 74 80 61 67 64 71 47 71 40	\$66,410 96
Balance in miscel- lancous fund		\$800 75
Other miscel- laneous purposes	\$48 30 35 30 110 00 110 00 631 09 566 70 1,009 73	\$3,020 62
Removal of obstruc- tions caused by snow	\$545 84 1,281 97 1,281 97 2,088 21 308 52 477 30 622 622 814 471 47	\$7,286 23
Balance in machinery fund	68 50 10 10 10 10 10 10 10 10 10 10 10 10 10	\$441 03
Purchase, repair and storage of ma- chinery	229 58 229 58 22 995 58 24 44 24 45 58 21 2 55 21 27 27 21 27 27 24 38 85	\$1,499 63
Balance in bridge fund	\$239 71 \$239 71 \$418 45 \$40 65 \$280 05 \$280 05 \$290 05	\$4,894 95
Construc- tion and repair of bridges	2, 381 56 2, 381 56 2, 831 26 2, 831	\$9,497 62
Balance in highway fund	\$150 35 13 55 13 55 106 35 106 36 157 96 303 19 894 07 265 51 709 51 1,075 61	\$4,087 61
Repair of high-ways, including materials and rental of ma-ohinery	4, 349 65 1, 930 84 1, 930 84 3, 220 15 3, 220 15 3, 220 15 11, 138 29 2, 286 84 2, 286 84	\$45,106 86
TOWNS	Bolton. Caldwell Chester Hague Horicon Johnsburg Queensbury Queensbury Thurman	Total
Num- ber of towns	22222222222222222222222222222222222222	

# Washington County — Receipts

Total amount re- ceived for all highway purposes	81,980 48 1,203 71 415 16 2,860 11 694 20 918 23 487 40 1,179 67 72 88 723 50 734 20 734 20 862 21 862 21 862 21 862 13
Amount collected and appropriated for snow and miscellaneous purposes	2. 280 2. 415 16 2. 415 16 3. 415 16
Amount col- lected and appropri- ated for the purchase, repair and atorage of machinery	25.5 % 25
Amount collected and appropriated for bridges	84,689 79 3,094 84 3,377 06 6,280 90 6,718 76 6,718 76 6,500 71 6,500 71 7,818 88 7,220 08 7,84 76 7,84 87 7,84 88 7,84 87 7,84 87 7,84 88 7,84 88 7,84 88 8,84 87 8,84 87 8,8
Total available for high- ways in 1916	24, 689 3, 689 3, 094 3, 170 6, 180 6, 18
Amount received as State aid	23. 25. 25. 25. 25. 25. 25. 25. 25. 25. 25
Amount collected and appropriated for highways	######################################
Balance on band from previous year	28 28 28 28 28 28 28 28 28 28 28 28 28 2
Valuation per mile as basis of State sid	86 4-64 11 14 14 14 14 14 14 14 14 14 14 14 14
Valuation of towns outside of villages, including county and State equaliza-	\$889 105 978 421 1,401 603 1,402 276 1,402 276 1,402 276 1,403 276 1,403 276 1,403 276 1,403 276 1,403 276 1,404 46 1,404 46 10,305 10,305 10,305 10,305 11,405 11,
Num- ber bot bigh-	82 26 31 31 31 31 31 31 31 31 31 31 31 31 31
TOWNS	Argyle Cambridge Dreeden Eaton Fort Ann Fort Ann Fort Ann Hampton Hardord Jackson Kingsbury Kingsbury Kingsbury White Creek White Creek
Number ber towns	8888 8889 8889 8889 8889 8889 8889 8871 871 871 871 871

Washington County — Expenditures

Total expenditures for all highway	35 82 82 83 80 91 13 45 95 95 95 95 95 95 95 95 95 95 95 95 95	\$176,510 77
Balance in misoal- lancous fund	835 82 40 61 10 61 10 61 11 61 11 76 11 76	\$523 OI
Other miscellar our purposes	\$30 50 35 50 35 50 30 50 51 50	\$674 25
Removal of obstructions caused by anow	2 550 310 105 105 105 105 105 105 105 105 105 1	\$13,863 87
Balanoe in machinery fund	25 488 25 25 25 25 25 25 25 25 25 25 25 25 25	\$869 59
Purchase, repair and storage of ma- chinery	25.25.25.25.25.25.25.25.25.25.25.25.25.2	\$4,581 00
Balanos in bridge fund	186 186 198 198 1010 1010 1010 1010 1010 1010 1	\$10,690 59
Construc- tion and repair of bridges	23 23 24 25 25 25 25 25 25 25 25 25 25 25 25 25	\$93,764 59
Balance in highway fund	2403 48 772 88 772 88 80 03 280 03 280 171 1 774 78 821 73 821 33 821 33 821 33 821 33 821 33 821 34 821 34	\$11,180 55
Bepair of bigh- wayy, including materials and rental others chinery	24 28 28 28 28 28 28 28 28 28 28 28 28 28	\$63,637 06
TOWNS	Argyle Cambridge Cambridge Eston Fort Ann Fort Edward Grenwich Hartlord Hartlord Hartlord Hartlord Hebron Jackson Vingsbury Putnam White Creek	Total
Num ber of town	88888888888888888888888888888888888888	

### WAYNE COUNTY - RECEIPTS

Total amount re- ceived for all highway purposes	2,706 08 1,146 00 2,063 59 1,728 48 1,105 88 1,602 52 1,003 52 1,003 75 1,068 75 1,066 75 1,066 75
Amount collected and appropriated for snow and miscellaneous purposes	22, 111 88 22, 111 88 88 88 88 88 88 88 88 88 88 88 88
Amount col- lected and appropri- ated for the purchase, repair and storage of machinery	27. 27. 27. 27. 27. 27. 27. 27. 27. 27.
Amount collected and appropriated for bridges	2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2
Total available avaya high- waya in 1916	2,400 810,220 880 822,400 810,220 880 822,220
Amount received as State aid	######################################
Amount collected and appro- priated for highways	8.4.0.4.4.4.0.0.0.0.0.1.0.0.0.0.0.0.0.0.0
Balance on hand from preevious year	200 200 200 200 200 200 200 200 200 200
Valuation per mile as basis of State aid	27.12.12.12.12.12.12.12.12.12.12.12.12.12.
Valuation of towns outside of villages, including county and State equaliza- tion	22, 404, 449 1112, 306 22, 376, 701 1136, 988 11, 136, 988 11, 136, 988 11, 136, 136 11, 136, 136 11, 136, 136 11, 136, 136 11, 136, 136 11, 136, 136 13, 136 136 136 136 136 136 136 136 136 136
Num- ber of miles of high-	85 88 88 88 88 88 88 88 88 88 88 88 88 8
TOWNS	Arcadia Butler Gallen Gallen Lyons Macedon Marion Ontario Palmyra. Rose Savannah Walliamson Walliamson Wallott. Total
Num- ber of towns	88821 8882 8882 8882 8882 8882 8882 888

TOMPKINS COUNTY -- EXPENDITURES

Total expenditures for all highway purposes	\$31 30 3 28 66 60 1156 08 199 06 1550 17 \$81,320 60
Balance in miscel- laneous fund	\$31 30 3 28 3 28 93 83 66 60 156 06 199 06
Other miscel- laneous purposes	\$33 00 347 76 347 76 21 55 197 95 55 80 258 02 228 14 220 14
Removal of obstruc- tions caused by snow	\$150 25 600 25 1,931 20 173 40 173 40 445 48 \$5,428 20
Balance in machinery fund	\$1 20 172 67 32 40 42 87 108 35 8367 49
Purchase, repair and storage of ma- chinery	\$417 06 628 94 628 94 581 97 732 23 745 77 711 67 538 90 141 65 83, 952 95
Balance in bridge fund	\$155.87 558.10 119.88 108.97 18.25 328.89 81,689.96
Construc- tion and repair of bridges	\$702 06 1,924 08 4,924 08 4,924 08 1,824 09 1,876 12 1,834 53 3,030 91 2,021 11
Balance in highway fund	2477 89 1,156 04 1,223 61 280 01 290 01 404 24 56 46 212 15
Repair of high- ways, including materials and rental of ma- chinery	\$3 711 58 3 711 58 10 937 08 3 002 63 6 942 06 4 629 06 5 997 47 5 275 92 5 46, 471 25
TOWNS	Caroline Dauby Enryden Enryden Greton Greton Lansing Newfield Ulyssen
Num- ber of towns	82222222222222222222222222222222222222

#### ULSTER COUNTY — RECEIPTS

Total amount received for all highway purposes	16 69£ 1006	
Amount collected and appropriate asted for smow and miscellaneous purposes	268 4 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2	000,016
lected and suppropri- ated for the purchase, repair and storage of machinery and storage of machinery and tools	24	5
Amount collected and appropriated for bridges	1, 238 67 51 11 28 67 51 11 28 68 68 68 68 68 68 68 68 68 68 68 68 68	000
Total available for high- ways in 1916	22 611 70 24 62 28 62 61 70 24 62 62 62 62 62 62 62 62 62 62 62 62 62	
Amount received as State aid	\$1,400 00 \$3,440   1,600 00 \$3,440   1,600 00 \$3,500   1,600 00 \$3,500   1,500 00 \$4,500   1,500 00 \$4,500   1,500 00 \$4,500   1,500 00 \$4,500   1,500 00 \$4,500   1,600 00 00 \$4,500   1,600 00 00 \$4,500   1,600 00 00 00   1,600 00 00 00 00   1,600 00 00 00 00   1,	
Amount collected and appropriated for highways	25.500 000 000 000 000 000 000 000 000 00	915,00
Balance on hand from previous year	2111 60 92 60 92 60 92 7174 23 72 174 23 73 174 23 73 174 23 74 178 64 74 178 6	
Valuation per mile as basis State of sid	25.531 25	<u>:</u>
Valuation of towns outside of villages, including county and State equalita-	\$132.404 2.628.168 875.131 143.695 728.695 728.695 11.529.413 11.529.413 11.629.413 11.629.413 11.629.413 11.629.413 11.629.413 11.629.613 11.6	
Num- ber of miles of high- ways	<u>0</u> 4788826828828828828	6.0
TOWNS	Denning Esopus Esopus Gardiner Hardenburg Hurley Kingston Lloyd Marbletown Marbletown Marbletown New Patz Olive Plattekill Rochester Rochester Saugerties Shandakin Shandakin Uister Uister Total	T OCE
Number of towns	25.25.25.25.25.25.25.25.25.25.25.25.25.2	

## Ulster County — Expenditures

Total expendi- tures for all highway purposes		\$180,937 86
B-lance in miscel- lancous fund	28 28 28 28 28 28 28 28 28 28 28 28 28 2	\$128 46
Other miscel- lancous purposes		988
Removal of obstructions caused by snow	280 611 611 611 611 611 611 611 611 603 775 775 1 116 1 1 1 1	813,962 27
Balance in machinery fund	: : [	\$1,143 15
Purchase, repair and storage of ma-	\$5000000000000000000000000000000000000	<b>\$3</b> , 521 33
Balance in bridge fund		\$5,213 40
Construc- tion and repair of bridges	2233 7443 7443 7443 745 745 745 745 745 745 745 745 745 745	\$69,672 38
Balance in highway fund		\$15,708 36
Repair of high-ways, including materials and rental chine-	1	\$102,823 38
TOWNS	Denning. Baopuing. Baopuing. Gardiner Gardiner Gardiner Gardiner Gardiner Hard-nburg. Hittley Marbierown. Marbierown. Marbierown. Marbierown. New Palts Olive. Roendale. Roendale. Shandakin. Shandakin. Shandakin. Wawarsing. Wawarsing.	Total
Num- ber of towns	227 227 227 227 227 227 227 227 227 227	

## WARREN COUNTY — RECEIPTS

Total amount received for all highway purposes	\$76,635.30
Amount callested and appropriested for snow and miseel-laneous purposes	2657 46 8657 46 865 86 818 40 318 40 318 40 2,638 177 2,638 177 2,638 177 1,862 43 1,061 20 2,061 20
Amount collected and appropriate for the purchase, repair and storage of machinery and tools	25.25 100.000 100.000 150.000 150.000 160.000
Amount collected and appropriated for bridges	2,466 74 230 80 12 230 80 12 230 80 12 230 80 12 23
Total available for high- ways in 1916	24, 820 26, 82
Amount received as State aid	\$1,800 1,200 1
Amount collected and appropriated for highways	28
Balance on hand from previous	8154 2 928 2 928 73 50 11 66 196 32 1 100 872 28
Valuation per mije sa basis of State aid	\$16.266 21.244 21.254 4.658 4.658 6.225 6.225 6.226 15.670 15.025 15.025
Valuation of towns outside of village, including sounky and State equalization	\$1,382,044 1,020,716 600,945 558,128 300,977 416,456 416,456 42,456 42,456 42,456 42,456 43,456 41,141,758
Num- ber of miles of high-	85 129 129 130 147 147 70 70 70 70 70 70 70 70 70 70 70 70 70
TOWNS	Bolton Cald well Calester Hague Horron Jo.nsburg Luerne Qu.ensbury Scopy Creek Tuurman Warrenburg
Number ber towns	885.2 885.2 885.2 885.2 885.2 885.2 885.2 885.2 885.2

WARREN COUNTY -- EXPENDITURES

Total expendi- tures for all highway purposes	25 25 27 27 27 27 28 29 40 40 40 40 40 40 40 40 40 40 40 40 40	\$66,410 96
Balance in miscel- lancous fund	200 200 2 2 2 27 27 21 61 14	\$800 75
Other miscel- laneous purposes	\$48 30 35 30 110 00 11,000 1,000 73	<b>\$3,020 62</b>
Removal of obstructions caused by snow	\$545 84 185 15 1. 281 40 2. 088 21 2. 088 21 477 30 622 622 814 97	\$7,286 23
Balance in machinery fund	88 50 112 36 112 36 40 112 36 40 40 40 40 40 40 40 40 40 40 40 40 40	\$441 03
Purchase, repair and storage of ma- chinery	\$239 58 21 95 95 22 95 95 24 44 40 44 329 45 12 65 12 65 12 77 137 85 243 85	\$1,499 63
Balance in bridge fund	\$239 71 418 45 418 45 40 66 3,786 97 280 05 32 80 42 95 52 52	\$4,894.95
Construc- tion and repair of bridges	2, 381 55 2, 381 55 2, 241 90 2, 831 26 2, 831 26 797 62 797 38	\$9,497 62
Balance in highway fund	\$150 35 18 55 18 55 106 35 106 35 803 19 804 07 265 51 1,075 61	\$4,087 61
Repair of high- ways, including materials and rental of ma-	24, 349 65 1, 930 84 4, 030 16 3, 220 15 3, 035 16 6, 138 29 11, 138 29 2, 286 64 2, 296 64	\$45,106 86
TOWNS	Bolton. Caddwell. Chester. Horicon. Lobneburg. Luerno. Queenbury. Galon Creek. Thurman. Warrensburg.	Total
fum- ber of owns	855 855 855 855 855 855 855 855 855 855	

# Washington County -- Receipts

Total amount re- ceived for all highway purposes	21 22 23 24 25 25 26 27 27 28 38 38 38 38 38 38 38 38 38 38 38 38 38
Amount collected and appropriated a sted for snow and miscellaneous purposes	1,200 1,200 1,200 1,200 2,604 694 11,179 897 722 722 722 724 734 734 734 863 863 864 864 864 864 864 864 864 864 864 864
Amount collocted and appropriate for the purchase, repair and storage of machinery and tools	2407 288 288 288 288 288 288 288 288 288 28
Amount collected and appro- priated for bridges	84,689 79 8763 95 9 9 9 9 9 9 9 9 9 9 9 9 9 9 9 9 9 9
Total available for high- ways in 1916	1
Amount received as State aid	22.160 1.225.420 1.225.420 1.375.60 2.375.60 2.375.60 1.300.60 1.3
Amount collected and appro- priated for highways	25.401 27.401 27.401 27.601
Balance from from previous year	\$128 118820 1167 06 207 107 177 177 177 177 177 177 177 177 1
Valuation per mile as basis of State aid	60.4-1.1.2.2.2.2.2.2.2.2.2.2.2.2.2.2.2.2.2.2
Valuation of towns outside of villages, including county and State equalisation	\$889, 105 978, 421 12, 401, 975 11, 401, 115 11, 402, 776 11, 402, 776
Num- ber of miles of high-	288 2011 110 110 110 110 110 110 110 110 11
TOWNS	Argyle. 28 8889 105 86,946 Cambridge 94 978,421 10,408 Dreaden 55 200,603 4,778 Eaton 119 1,401,972 11,738 Fort Ann 15 780,306 6,577 Creat Annoton 111 1,404,408 Hartford 112 11,602,276 12,715 Hartford 97 607,276 10,324 Hebron 122 897,236 12,715 Kingpbury 76 607,276 9,178 Kingpbury 76 607,276 9,178 White Creek 83 667,276 8,603 White Creek 83 677,112 8,668 Multichall 1,633
Num- ber of towns	886 886 886 886 886 886 886 871 871 871 871

WASHINGTON COUNTY - EXPENDITURES

Total expendi- tures for all highway purposes		\$176,510 77
Balanca in misoal- lancous fund	43.8 40.6 40.6 33.8 30.0 33.8 40.0 40.0 40.0 40.0 40.0 40.0 40.0 40	\$523 01
Other miscel- laneous purposes	830 500 11 11 800 11 800	\$674 25
Removal of obstructions caused by anow	11.01 2.251316 2.251316 2.251316 2.251316 2.114218 2.1142	\$13,863 87
Balance in machinery fund	25 45 25 25 25 25 25 25 25 25 25 25 25 25 25	\$869 59
Purchase, repair and storage of ma-chinery	25.24.25.25.25.25.25.25.25.25.25.25.25.25.25.	\$4,581 00
Balance in bridge fund	238 528 528 528 538 540 544 545 545 545 545 545 545 545 545	\$10,690 59
Construc- tion and repair of bridges	23 23 24 25 25 25 25 25 25 25 25 25 25 25 25 25	\$93,754 59
Belance in highway fund	2403 46 772 34 7	\$11,180 55
Renair of high- we high- we was, including materials and rental	######################################	\$63,637 06
TOWNS	Argyje Cambridge Dresden Eaton Fort Ann Greenwich Hartford Hampton Hartford Hebron Jackson White Assem	Total
Num ber of town	25 25 25 25 25 25 25 25 25 25 25 25 25 2	

#### WAYNE COUNTY - RECEIPTS

Total amount received for all highway purposes	8167, 207 45
Amount collected and and ared for show and miscellaneous purposes	22.11.28 626.20 626.28 626.28 626.28 626.28 626.28 626.28 626.28 626.20 626.20
Amount collected and appropriated for the purchase, repair and storage of machinery and tools	27.28 20.08
Amount collected and appropriated for bridges	2 2870 80 82 82 82 82 82 82 82 82 82 82 82 82 82
Total available for high- ways in 1916	000 000 000 000 000 000 000 000 000 00
Amount received as State aid	23.450 23.255 23
Amount collected and appre-priated for highways	\$6.85.89 4.1188 950 4.1188 950 4.1188 950 4.1510 950 5.000 950 5.0
Balance on hand from previous year	268 688 288 688 288 688 288 688 688 688
Valuation per mile as basis of State aid	21.7 670 113.4670 113.4670 113.4670 113.4670 113.4670 113.4670 113.4670 113.4670 113.4670 114.036 115.003 116.
Valuation of towns outside of villages, including county and State equalization	82,404,449 11,12,308 2,376,286 11,236,286 11,236,286 11,236,286 11,757,515 2,175,515 2,175,515 11,309,998 2,46,606 809,996
Number of miles of high-	138 138 198 198 198 108 108 108 108 108 108 108 108 108 10
TOWNS	Areadia Butler Galen Huron Huron Lyous Marcodon Marron Ontario Palmyra Savannah Sodus Wallworth Williamson Walcott Total
Num- ber of towns	888 888 888 888 888 888 888 888 888

WAYNE COUNTY — EXPENDITURES

Total expendi- tures for all highway purposes	61 78 22 32 1 67 54 69 94 69 94 69 22 27 32 45 33 85 \$146,965 81
Balance in miscel- lancous fund	29
Other miscel- laneous purposes	\$242 62 242 96 480 19 16 85 16 85 16 85 16 85 41 65 51 97
Removal of obstruc- tions caused by snow	25.547 25.1146
Balance in machinery fund	\$290 14 15 12 15 12 15 12 16 12 18 25 25 28 16 25 16 25 17 13 18 71
Purchase, repair and storage of ma-	\$728 14 208 14 208 14 208 18 208 18 209 19 209 19 20 1
Balance in bridge fund	2, 45 68 68 73.4 68 68 73.4 68 68 73.4 68 68 73.4 68 68 73.4 68 73.4 68 73.5 6
Construc- tion and repair of bridges	\$62 59 58 97 58 964 107 441 72 429 28 684 118 429 28 684 118 419 68 419 68 327 68 1,428 46 1,428 46 1,437 41
Balance in highway fund	2.863 46 1,906 005 2.863 46 5.248 45 5.248 45 5.
Repair of high- ways, including materials and rental of ma- chinery	\$7, 517, 42 4,746, 27 6,349, 63 6,349, 63 6,549, 90 6,549, 90 6,549, 90 6,549, 90 6,549, 90 6,549, 90 6,549, 90 6,583, 39 7,102, 07 7,102, 07 7,102, 07 7,102, 07 7,102, 07 7,102, 07 7,102, 07
TOWNS	Arcadia Butler Galen Galen Lyons Macedon Marion Ontarion Ontario Savannah Savannah Waliworth Williamson Waloott
Num- ber of towns	875 877 877 877 882 883 888 888 888 888 888 888 888 888

# WESTCHESTER COUNTY -- RECEIPTS

Cotal amount re- reived for all highway purposes	96 107 6008
Paragenta Paragenta	6
Amount collected and appropriated for anow and miscel- lancous purposes	2.343 78 2.343 78 2.343 78 2.3410 73 2.410 73 6.75 86 6.75 86 6.85 87 6.85 87
Amount collected and appropriated for the purchase, repair and machinery and tools	28
Amount Follected and appro- priated for bridges	1, 584 1, 684 1, 684 1, 684 1, 686 1,
Total available for high- ways in 1916	38, 952 53 38, 952 53 38, 952 53 36, 074 81 36, 074 84 36, 074 84
Amount received is State aid	\$3 8.8 8.8 8.8 8.8 8.8 8.8 8.8 8.8 8.8 8.
Amount collected and appro- priated for highways	25, 744 27, 142 20, 124 20, 124 20, 120 20, 12
Balance on hand b from previous year	22.1.55 7.955.517 8.057.63 7.004.428 7.004.428 705.17 806.17 806.17 806.17 1.762.80 1.762.80 1.762.80 1.762.80 1.762.80 1.762.80 1.763.80
Valuation per mile as basis of State aid	883, 1188, 111, 986, 111, 986, 111, 986, 111, 986, 111, 986, 111, 986, 111, 986, 111, 986, 111, 986, 111, 986, 111, 986, 111, 986, 111, 986, 118, 726, 118,
Valuation of towns outside of villages, including county and State equalization	88, 561, 200 853, 118 984, 854, 111, 968 82, 319, 968 122, 329, 968 122, 329, 968 122, 32, 326, 33, 34, 375, 36, 39, 39, 39, 39, 39, 39, 39, 39, 39, 39
Num- ber of miles high- ways	88 488 5 5 5 5 5 5 5 5 5 5 5 5 5 5 5 5 5
TOWNS	Bedford Cortlandt East Cheeter Greenburg Harrison Lawisbors Mamaronack Mount Pleasant North Castle North Salem Ostining Poundridge Rys Bomers Yorktown
Num- ber of towns	\$5000000000000000000000000000000000000

Westchester County — Expenditures

Total expendi- tures for all highway	\$249.133.20
Balance in miscel- lancous fund	83288 410 8386 510 8386 510 8386 510 84 84 84 84 84 84 84 84 84 84 84 84 84
Other miscel- laneous purpetes	\$333 00 \$33 70 \$433 70 \$433 70 \$433 70 \$433 70 \$433 70 \$433 70 \$440
Removal of obstruc- tions caused by snow	1, 227 38, 1, 083 39,
Balance in machinery fund	200 00 00 00 00 00 00 00 00 00 00 00 00
Purchase, repair and and atorage of ma-	### 1918 193 193 193 193 193 193 193 193 193 193
Balance in bridge fund	\$1,103 55 802 28 803 28 841 736 841 736 841 736 841 736 841 116 841 1,103 86 1,103 8
Construc- tion and repair of bridges	\$423 47 344 19 3,471 68 3,774 99 1,551 90 1,551 90 2,621 68 2,621 68 4,72 69 4,74 62 4,74 62 6,74 62 6
Balance in highway fund	6.042 12 6.042 12 1.273 22 1.273 22 1.0462 42 2.197 48 2.389 37 2.389 37 1.431 48 1.431 78 1.431 78 1.431 78 1.431 78
Repair of highways ways, including materials and rental of ma-chinery	\$25,822,00 \$2,910,52 \$2,910,52 \$2,611,18 \$2,611,18 \$4,878,61 \$1,839,00 \$5,354,67 \$4,208,83 \$5,746,7 \$7,064,44 7,064,44
TOWNS	Bedford Cortland: East Chester Gureenburg Harrison Lewaboro Mount Pleasant Mount Pleasant North Castle North Castle Poundridge Foundridge Somers Yorktown
Num- ber of towns	88888888888888888888888888888888888888

## WYOMING COUNTY - RECEIPTS

Total amount re- crived for all highway purposes	25 25 25 25 25 25 25 25 25 25 25 25 25 2
Amount collected and appropriated for show and miscellanceus purposes	\$1,070 13 832 30 1,352 38 1,352 38 1,261 34 494 49 1,036 45 1,036
Amount collected and appropriated for the purchase, repair and storage of machinery and tools	\$200 65 \$200 65 \$200 80 \$200 80 \$200 80 \$250 90 \$251 56 \$251 5
Amount collected and appropriated for bridges	8876 2,733 50 1,0 18 50 1,0 18 50 1,0 18 50 1,0 18 17 1,0 17 1,0 17 1,0 17 1,0 17 1,0 17 1,0 18 1,0
Total available for high- ways in 1916	### ### ##############################
Amount received as State aid	1, 440 1, 600 1, 600 1, 575 1, 575 1, 450 1, 450 1, 450 1, 450 1, 600 1,
Amount collected and aporopriated for highways	25. 644 9 9 9 9 9 9 9 9 9 9 9 9 9 9 9 9 9 9
Balance on hand from previous year	26.00 26.00 26.00 26.00 26.00 27.00 28.00 28.00 28.00 28.00 29.00 20.00
Valuation per mile as basis of State aid	4,2,2,2,2,2,2,2,2,2,2,2,2,2,2,2,2,2,2,2
Valuation of towns outside of villages, including county and State equalization	\$21.403 801.500 801.500 1.381 922 873.074 801.487 1.074 875 553.075 1.299.993 1.209.993 1.203.152 1.103.152 1.109.181 888.283
Num- ber of high- ways	66 66 66 66 67 67 67 67 67 67 67 67 67 6
TOWNS	Arcade Attica Attica Bennington Castille Eagle Ganavil c Grenee Falls Java Middiebury Or ngeville Prike Sheldon Warasw Wethersfield:
Num- ber of towns	9903 9903 9913 9913 9914 9918 9919

WYOMING COUNTY -- EXPENDITURES

Total expendi- p tures for all highway purposes	<u>  </u>	\$142,142 40
Balance in niseel- laneous fund	2.32 2.32 2.32 2.32 2.32 2.32 2.32 2.32	\$724 96
Other miscel- lancous purposes	155 66 1155 06 1155 06 1155 06 1151 06	<b>£</b> 3,641 62
Removal of obstruc- tions raused by snow	\$781 30 859 33 1,173 28 1732 10 732 10 732 10 1,023 30 304 37 304 37 305 30 305 30 30 305 30 305 30 305 30 305 30 305 30 305 30 305 30 305 30 305 30 30 30 30 30 30 30 30 30 30 30 30 30 3	\$10,832 67
Balance in machinery fund	### ##################################	<b>\$834</b> 91
Purchase, repair and storage of ma-	20 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	\$4,241 80
Balance in bridge fund	256 111 23 111 23 111 23 111 23 111 23 111 23 112 24 113 24 113 24 114 24 115 2	<b>£2</b> , 169 60
Construc- tion and repair of bridges	2, 25 2, 25	\$45,542 99
Balance in highway fund	86 728 86 728 86 728 86 728 86 728 86 728 87 74 88 728 88 728 89 728 80	\$5,082 39
Repair of high- ways, including materials and rental of ma- chinery	2.203 21 2.203 22 2.203 22 2.2	\$77,883 41
TOWNS	Arcade Attica Attica Bennington Bennington Covington Covington Covington Covington Covington Covington Covington Covington Daya Daya Pike Peray Pike Peray Pike Warsaw Warsaw	Total
Number of of	900 900 900 901 901 901 901 901 901 901	

YATES COUNTY — RECEIPTS

Total amount re- ceived for all highway purposes	\$5,320 62 8,5,320 62 10,882 81 4,270 10 10,357 06 5,386 08 7,606 65 5,417 67
Amount collected and appropriated for snow and missellaneous purposes	\$663 45 1,879 30 900 00 1,000 00 500 00 1,213 28 1,789 46 1,789 46 731 78
Amount collected and appropriated for the purchase, repair and storage of machinery and tools	\$349 50 420 16 163 96 163 96 163 96 773 90 250 05 820 05 820 06 820 06 83, 587 78
Amount collected and appro- priated for bridges	\$531 00 469 90 1,849 11 491 75 250 00 1,751 56 760 00 524 00
Total available for high ways in 1916	\$3, 876 58 6, 228 34 228 34 8, 890 06 3, 218 63 3, 185 94 3, 185 94 3, 185 94 3, 185 94 3, 185 94 3, 185 94 3, 185 94
Amount received as State aid	\$1,600 00 1,200 00 1,200 00 1,200 00 1,200 00 1,400 00 1,400 00 1,500 00 1,
Amount collected and appropriated for highways	22, 245, 00 2, 245, 00 2, 146, 38 2, 146, 38
Balance on hand from previous year	#31 58
Valuation per mile as basis of State aid	87, 751 19, 190 5, 474 12, 636 11, 139 10, 938 17, 284 17, 119
Valuation of towns outside of villages, including county and State equaliza-tion	\$658,875 1,765,496 1,765,496 1,895,487 1,895,487 1,635,698 888,874 1,400,53 855,965
Num- ber of miles of high-	2282282522 2282282522 3
TOWNS	Barrington Genton. Genton. Italy. Middlesex Middlesex Starky Torry. Total.
Num- ber of towns	922 922 922 922 922 922 922 922 922 922

YATES COUNTY — EXPENDITURES

Total expenditures for all highway purposes	\$5.167.83 7.865.00 6.340.37 9.663.37 3.669.19 5.296.91 6.214.72 8,527.13
Balance in miscel- lancous fund	\$3 69 101 21 10 74 3 53 26 47
Other miscel- laneous purposes	\$50 51 16 50 353 35 367 53 19 007 53 19 00 17 6 00 44 90
Removal of obstructions caused by snow	\$469 25 1,862 80 691 26 681 26 488 65 933 65 1,620 93 661 41 87,863 55
Balance in machinery fund	\$3 00 257 08 77 08 77 08 74 78 76 71 28 411 28 411 29 53
Purchase, repair and storage of ma-	\$346 50 168 88 88 88 406 22 173 20 745 18 180 99 639 08 86 84 86 84
Balance in bridge fund	\$95 60 886 99 707 65 189 52 864 37 82, 38 88 88 88 88
Construc- tion and repair of bridges	2435 49 11,111 891 11,111 892 250 202 250 000 1,487 300 278 300 815 177 815 177
Balance in highway fund	\$50 50 841 98 841 98 893 93 233 83 1,591 74 1,443 08 84,941 09
Repair of highway, ways, including materials and rental of ma-	\$3 826 08 6,706 72 4,709 13 7,998 13 6,038 40 5,038 40 8,154 75 2,418 81 2,418 81
TOWNS	Barrington Benton Italy Jerusalem Middlosex Milo Pottor Starky Tory Tory
vum- ber of	922 923 924 926 926 930

### SUMMARY OF RECEIPTS

TOWNS	Total svailable for highways in 1916	Amount collected and appropriated for bridges	Amount collected and appropriated for the purchase, repair and storage of machinery and tools	Amount col- lected and appropriated for anow and miscellaneous purposes	Total amount received for all highway purposes	DIA
Albany Allegany Broome Caytanugua Caytanugua Caytanugua Caytanugua Caytanugua Caytanugua Caytanugua Caytanugua Caytanugua Chenana Chenae Chena	\$75,978 66 135,096 23 136,096 23 136,096 23 136,096 23 136,096 23 136,096 23 137,096 23 137,096 23 138,096 23 138,096 23 139,096 23 130,096 23	25.818.82.92.92.92.92.92.92.92.92.92.92.92.92.92	88 9 4 9 7 7 9 4 9 9 4 4 4 7 9 9 4 9 1 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	10.001 10	226 883 22 226 226 226 226 226 226 226 226 226	TE COMMISSIONER OF HIGH
Hefriant Levins Levins Levins Levins Levins Levins Levins Madison Monroe Montepen Nongeney Ningene	25226857275 2526857275 2526857275	2000 2000 2000 2000 2000 2000 2000 200		255 255 255 255 255 255 255 255 255 255	2449 2449 2449 2559 2551 2559 2551 2559	WAID
Ontario Orange.		200		388	348	J 6.

SUMMARY OF RECEIPTS — (Concluded)

Amount collected and spropriated for the purchase, for snow and storage of machinery and tools	69 6.743 41 10.957 01 103.486 59 118 5.739 81 16.316 68 13 15.779 81 263.387 71 118 5.987 53 19.689 13 12.298 30 118 2.987 41 18.139 94 102.231 283 12.845 94 18 18 18 18 18 18 18 18 18 18 18 18 18	32 \$378,651 92 \$613,705 50 \$9,296,629 33
Amount collected and appropriated for bridges	737.05 7.757.75	\$1,661 910 32
Total available for highways in 1916	66, 733 48 44, 386 46 44, 386 46 44, 386 46 46, 533 70 81, 107 40 81, 108 60 81, 108 60 82, 108 80 82, 108 80	\$6,342,361 59
TOWNS	Orleans Oswego Oswego Ottos Ot	Total.

Total expendi- tures for all highway purposes	200, 834 108 200, 834 108 200, 834 108 208 208 208 208 208 208 208 208 208 2
Balance in mis- cellancous fund	25 5 5 5 5 5 5 5 5 5 5 5 5 5 5 5 5 5 5
Other miscel- laneous purposes	28.88888888888888888888888888888888888
Removal of obstruc- tions caused by snow	86.005 11,400 685 11,400 685 11,400 685 11,400 685 11,400 685 11,401 685 11,401 685 11,401 685 11,401 685 11,701 685 11,7
Balance in machinery fund	1,489 64 1,489 64 1,188 73 1,137 55 1,137 55 1,137 55 1,137 50 1,576 90 1,576 90 1,5
Purchase, repair and storage of machinery	25, 502 26, 503 27,
Belance in bridge fund	86.55.56.95.95.95.95.95.95.95.95.95.95.95.95.95.
Construction and repair of bridges	\$11,124 \$8,376 916 \$8,376 916 \$8,317 916 \$6,223 926 926 926 926 \$1,124 \$1,124 \$1,126 916 \$1,126 916 \$1,12
Balance in highway fund	16.0001 17.0001 17.0001 17.0000 17.0000 17.000000 17.000000 17.00000 17.00000 17.00000 17.00000 17.00000 17.00000 17.00000 17.00000 17.00000 17.00000 17.00000 17.00000 17.00000 17.00000 17.00000 17.00000 17.00000 17.00000 17.000000 17.000000 17.00000 17.00000 17.00000 17.00000 17.00000 17.00000 17.00000 17.00000 17.00000 17.00000 17.00000 17.00000 17.00000 17.00000 17.00000 17.00000 17.00000 17.00000 17.000000 17.000
Repair of high-ways including materials and rental of machinery	26, 976 92 120, 405 82 120, 40
TOWNS	Albany Alegany Broone Broone Cattaragus Cayusa Cayusa Cayusa Cayusa Cayusa Cayusa Cayusa Cayusa Chenang

SUMMARY OF EXPENDITURES -- (Concluded)

Total expenditures for all highway	44, 608 35 44, 608 35 44, 608 35 39, 559 97 77 27 91 114, 376 41 54, 575 68 43, 977 68 43, 977 68 43, 977 68 43, 977 68 43, 977 68 43, 977 68 488, 7326 488, 7326 488, 7326 488, 7326 488, 7326 488, 7326 77, 288 92 77, 288 92 17, 288 92 17, 288 92 17, 288 92 17, 288 92 17, 288 92 18, 320 90 18, 320 90 18, 410 96 17, 410	\$8,010,634 09
Balance in mis- cellaneous fund	205 727 205 727 205 727 205 727 11.888 62 205 98 62 205 98 63 11.146 722 81.745 90 11.108 83 11.108 83 11.	\$58,034 62
Other miscel- laneoùs purposes	\$2 230 080 237 080 237 080 238 080 080 238 080 22 080 080 280 080 080 080 080 080	\$217,177 51
Removal of obstruc- tions caused by anow	\$16.842.97 6.474.28 17.570.65 17.570.65 13.896.90 20.821.52 12.837.52 12.332.30 12.332.30 12.336.77 12.336.27 13.862.27 13.862.27 19.678.86 19.678.86 10.686.27	\$638,493 37
Balance in machinery fund	\$674.35 713.42 1.451.33 1.048.48 2.40.77 2.40.77 2.40.77 1.121.90.04 1.919.04 1.919.04 1.919.04 1.919.04 1.919.04 1.919.04 1.919.04 1.919.04 1.919.04 1.919.04 1.919.04 1.919.04 1.919.04 1.919.94 1.919.	\$50,622 89
Purchase, repair and storage of machinery	\$5.063 18 1.385 063 18 1.546 02 1.546 02 14.266 20 14.266 20 1.563 24 1.563 24 1.563 24 1.563 34 2.563 34 2.662 85 2.797 21	<b>\$319,029</b> 03
Balance in bridge fund	23,950 21,22 31 22,122 31 22,122 31 22,122 31 22,122 31 32,24 32 33,827 48 33,827 48 5,834 85 5,836 77 12,836 37 11,819 41 11,819 41 11,894 95 10,990 99 10,990 99 11,666 30 2,169 90 2,169 90	<b>£</b> 301,474 05
Construction and repair of bridges	816 666 83 8. 0.62 83 18. 212 86 7. 225 56 7. 225 66 10. 482 91 6. 327 20 6. 327 20 6. 327 20 8. 728 32 9. 487 82 9. 488	68 \$1,860,486 27
Balance in highway fund	\$13,015 54 10,891 43 10,891 43 10,292 21 10,292 21 10,292 24 10,292 24 10,292 24 10,807 88 10,807 88 10,807 88 10,807 88 11,180 86 11,180 86 11,18	\$866,868 68
Repair of high-ways including materials and rental of machinery	\$88, 986 92 33, 486 92 93 33, 486 92 93 33, 486 92 92 93 93, 487 93 93 93 93 93 93 93 93 93 93 93 93 93	\$5,475,497 91
TOWNS	Oteego Putnam Putnam Roneselaer Roneselaer Benoselae Baratoga Baratoga Baratoga Benoseda Scholarie Scholarie Scholarie Scholarie Scholarie Scholarie Scholarie Scholarie Undram Wayne Wayne Wayne Watchester Watter Watter	Totals

#### DETAILED REPORT OF THE BUREAU OF AUDIT AND FINANCE

Hon. Edwin Duffy, Commissioner,

The following is the report of this Department for the year ending December 31st, 1916, covering all of its financial activities in detail. Statements are shown of all disbursements made by the Department on account of construction, maintenance and repair, and from every other source for which appropriations were available during the year.

On account of the peculiar conditions, which have affected all construction problems during the past year, the amount paid to contractors for construction is the lowest of any time since the first year of the Department's organization. This report shows the total payments to contractors as \$5,625,768.55 as compared with \$10,367,376.48 during the year ending December 31st, 1915, being about a 50 per cent decrease. The total disbursements of the Department for the year just ended is \$11,850,880.37, as against \$16,505,648.25 in 1915, the difference being practically the decrease in the amount paid to contractors. Because of these conditions there was on January 1st approximately \$10,000,000 in uncompleted contracts outstanding, which was very much above the normal at that time of year.

The report shows that the overhead charges for the year are considerably greater in proportion to the amount paid for construction than on previous years, and this is accounted for by reason of the Department hesitating to destroy the organization which it had built up during the past several years, and also that it could not anticipate at the beginning of the season that conditions would so vitally effect the construction of roads. If conditions had improved and construction had increased accordingly

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during the year 1917, the Department would have been at a distinct disadvantage had it destroyed its organization in 1916 for the purpose of reducing overhead charges.

The amount expended for maintenance and repair of highways, \$4,252,396.72, is approximately \$250,000 more than was expended in 1915, although the mileage of roads for maintenance was considerably increased.

On January 1st, 1916, there remained an unexpended balance from the first fifty million bond issue of \$1,815,372.82, of which \$864,970.44 is made up of obligations on account of contracts under what is known as "Expedited Routes," representing unexpended balances in eighteen appropriations for that purpose which have not been closed, and \$950,402.38 on account of obligations against uncompleted contracts chargeable to the first fifty million appropriation. Because of the limited amount of construction during the year 1916, the uncompleted contracts on account of the first fifty million bond issue were not closed out, as was anticipated, and because the same condtion still exists, undoubtedly some of these contracts will be carried over into 1918. No definite idea can be obtained as to the unobligated balance remaining from the first fifty million bond issue until all uncompleted contracts have been closed, and no further obligations can be assumed for this appropriation until it is determined that such an unobligated balance exists.

On January 1st, 1917, there had been appropriated and made available from the second fifty million bond issue \$35,000,000, of which there remained unexpended at that date \$16,210,296.85, against which balance all existing contracs are obligated, except those chargeable to the first bond issue.

The Department also expended \$213,568.18 on account of special appropriations for construction and is carrying approximately \$150,000 in unexpended balances on account of such appropriations, all of which is obligated by existing contracts.

The report is made up with the view of giving as much detailed information with regard to the activities of the Department as is possible from a financial statement and to show clearly the moneys which have been expended, the manner in which used, the purpose for which they have been expended, the source from which they have been obtained, and the unexpended balances remaining, together with all obligations for the year.

S. D. GILBERT,

Auditor.

The following table shows payments for Salaries, Traveling Expenses, and Office Expenses in the Administrative Offices, for the year ending December 31, 1916:

1916	Salaries	Traveling expenses	Office expenses and mdse. bills
January	\$11,130 32	<b>\$547</b> 56	<b>\$1,669</b> 20
February	10,544 74	824 70	2,328 04
March	11,273 30	1,056 04	2,087 04
April	10,805 13	3,689 46	3,180 62
May	10,930 30	2,704 36	2,819 08
June	10,793 69	1,894 71	3,935 37
July	10,650 16	2,546 59	1,111 12
August	11,403 98	2,223 75	1,330 18
September	11,077 51	2,238 59	1,416 26
October	11,288 66	2,547 84	1,311 96
November	11,206 48	1,047 82	2,769 29
December	11,235 26	1,017 95	1,798 70
	\$132,339 53 ————	\$22,339 37 ————	\$25,756 86
	Sumary		
Salaries			<b>\$132,339</b> 53
Traveling Expenses .			22,339 37
Office Expenses and M			25,756 86
Total		-	\$180,435 76

The following tables show payments for salaries and traveling expenses for each of the nine divisions; also the office of the first deputy, for year ending December 31, 1916:

	Division No	. 1			
1916	Salaries	Travelir expense	ng s	Total	
January	\$11,167 34	\$1,437		\$12,604	47
February	10,739 54	2,425		13,164	
March	11,098 62	1,057	05	12,155	67
April	12,849 31	1,659	05	14,508	36
May	15,104 70	2,229	26	17,333	96
June	13,492 84	2,773	20	16,266	04
July	14,309 88	2,302	63	16,612	51
August	11,750 09	1,216	81	12,966	90
September	12,928 12	2,239	<b>5</b> 5	15,167	67
October	11,220 82	1,790	70	13,011	<b>5</b> 2
November	13,252 23	2,570	38	15,822	61
$December\ .\ \dots\dots$	<b>12,016</b> 01	1,129	21	13,145	22
	\$149,929 50	<b>\$</b> 22,829	97	\$172,759	47
	Division No	. 2			
January	\$8731 92	\$1,933	25	<b>\$10,665</b>	17
February	9,090 50	580	29	9,670	<b>7</b> 9
March	10,237 54	194	85	10,432	39
April	9,791 08	891	19	10,682	27
May	9,913 09	1,159		11,072	
${\tt Jume} \; . \; \ldots \ldots \ldots$	8,701 71	$\boldsymbol{915}$		9,617	
July	8,209 07	1,006	57	9,215	64
August	8,726 84	1,508	74	10,235	<b>5</b> 8
September	8,761 42	1,233	23	9,994	65
October	9,058 76	1,173	26	10,232	02
November	11,057 16	2,154	<b>59</b>	13,211	75
${\bf December}\ .\ .\ .\ .\ .$	9,832 14	1,581	<b>54</b>	11,413	<b>6</b> 8
	\$112,111 23	\$14,332 2	2	\$126 <b>,44</b> 3	45

Division No. 3

1916	Salarie	26	Travel expen	ing ses	Total	
January	\$6,840	<b>22</b>	\$234	37	\$7,074	<b>59</b>
February	5,787	24	358	23	6,145	47
March	6,238	88	120	74	6,359	62
April	6,255	73	338	96	6,594	69
May	6,620	16	688	10	7,308	26
June	6,457	78	1,260	14	7,717	92
July	6,841	14	1,075	80	7,916	94
August	6,246	79	817	91	7,064	70
September	6,133	<b>56</b>	959	<b>53</b>	7,093	09
October	5,721	93	727	03	6,448	96
November	5,377	31	875	<b>39</b>	6,252	70
December	4,963	99	400	39	5,364	38
	\$73,484	73	\$7,856	<b>5</b> 9	\$81,341	32
	Division		o. 4			
January	\$9,120		<b>\$455</b>		\$9,575	
February	8,935		707	33	9,643	
March	9,364		251		9,616	
April	9,441		472		9,914	
May	10,819		1,230		12,050	
June	10,920		1,565		$12,\!485$	
July	10,025		1,363		11,389	
August	11,231		1,786		13,018	
September	11,055		1,399		12,454	
October	10,522		1,301		11,823	
November	9,494		1,143	47	10,637	
December	9,881	25	383	99	10,265	24
	\$120,813	88	\$12,061	41	\$132,875	29

Division No. 5

1916	Salari	es	Travel expen	ing Ses	Total
January	\$9,446	57	<b>\$</b> 787	48	<b>\$10,234</b> 05
February	7,395	97	415	20	7,811 17
March	8,842	13	596	<b>4</b> 0	9,438 53
April	8,847	63	839	37	9,687 00
May	9,689	<b>79</b>	1,323	48	11,013 27
June	9,120	96	1,011	86	10,132 82
July	9,054	<b>4</b> 9	979	40	10,033 89
August	9,750	<b>30</b>	1,239	82	10,990 12
September	10,098	79	1,185	27	11,284 06
October	9,255		1,115	96	10,371 42
November	9,627	96	1,320	57	10,948 53
December	8,641	32	846	28	9,487 60
	\$109,771 ======	37	<b>\$11,661</b>	09	\$121,432 46 ======
	Division	No.	. 6		
January	\$7,051	16	\$818	91	\$7,870 07
February	6,809	18	566	57	7,375 75
March	7,328	63	89	<b>57</b>	7,418 20
April	7,043	31	980	34	8,023 65
May	8,958	00	1,611	20	10,569 20
June	9,153	98	1,021	25	10,175 23
July	9,501	13	1,053	14	10,554 27
August	9,729	17	1,176	57	10,905 74
September	9,190	49	1,329		10,519 99
October	9,120	97	959	65	10,080 62
November	9,062	<b>1</b> 5	956	92	10,019 07
December	9,350	73	652	12	10,002 85
	<b>\$102,298</b>	90	\$11,215	74	\$113,514 64 ======

#### Division No. 7

1916	Salaries		Travel expens	ing les	To	tal
January	\$12,180	62	\$1,180	15	\$13,360	77
February	11,525		385		11,910	
March	11,919		588	91	12,508	
April	9,875		1,147	78	11,023	
May	8,147		824		8,972	
June	7,781		1,644	80	9,426	
July	8,135	07	1,134		9,269	
August	8,885	21	1,034		9,920	
September	8,268	30	1,053	88	9,322	
October	8,288	97	1,086	85	9,375	82
November	8,258	97	1,048	17	9,307	14
December	8,346	98	780		9,127	
•	\$111,614	73	\$11,910	98	<b>\$</b> 123,525	71
	Division	. No	o. 8	•		
January	<b>\$7</b> ,702	05	<b>\$</b> 516	38	<b>\$8,21</b> 8	<b>4</b> 3
February	7,117	<b>45</b>	609	27	7,726	
March	7,390	93	238	05	7,628	98
April	6,182	03	1,013	<b>4</b> 2	7,195	<b>4</b> 5
May	6,676	<b>32</b>	972	19	7,648	<b>51</b>
${\tt June}\ .\ \dots\dots\dots$	6,805	03	1,175	72	7,980	<b>75</b>
July	7,028	51	1,651	25	8,679	<b>76</b>
August	7,339	37	1,717	33	9,056	70
September	6,861	<b>20</b>	1,417	62	8,278	82
October	6,909	<b>72</b>	1,449	<b>5</b> 0	8,359	22
November	7,178	14	1,297	60	8,475	74
December	6,899	43	1,323	51	8,222	94
_	\$84,090	18	\$13,381	84	\$97,472	02

Division No. 9

1916	Salarie	56	Travel expens		Tota 1
January	\$9,492	34	\$1,685	15	<b>\$11,177</b> 49
February	7,441	<b>22</b>	768	79	<b>8,210</b> 01
March	8,057	97	148	00	8,205 97
April	8,694	21	1,320	89	10,015 10
May	11,107	97	1,879	69	12,987 66
June	10,660	45	985	88	11,646 33
July	11,004	07	1,670	<b>42</b>	12,674 49
August	11,815	07	1,254	14	13,069 21
September	11,136	99	1,401	57	12,538 56
October	10,566	14	1,110	21	11,676 35
November	10,375	69	1,088	<b>52</b>	<b>11,464</b> 21
December	11,231	65	516	69	11,748 34
_	<b>\$121,583</b>	77	\$13,829	95	<b>\$135,413</b> 72
=					

## First Deputy

January	\$10,744	21	<b>\$4</b> 50	04	<b>\$11,194</b>	25
February	10,454	<b>23</b>	631	43	11,085	66
March	10,268	87	476	98	10,745	85
April	8,997	87	573	88	9,571	<b>7</b> 5
May	9,012	<b>50</b>	1,006	89	10,019	<b>3</b> 9
June	8,819	21	1,421	60	10,240	81
July	9,845	87	1,341	98	11,187	85
August	9,968	21	1,425	<b>3</b> 9	11,393	60
September	10,098	63	1,546	13	11,644	<b>76</b>
October	9,972	37	1,283	02	11,255	39
November	10,108	87	1,268	73	11,377	60
December	10,693	43	953	<b>4</b> 3	11,646	86
-	<b>\$</b> 118.984	27	<b>\$</b> 12,379	50	<b>\$</b> 131,363	77

#### Summary

1916	Salaries	,	Travelii expense		Total	i
Division No. 1	\$149,929	<b>50</b>	\$22,829	97	\$172,759	47
Division No. 2	112,111	23	14,332	<b>22</b>	126,443	45
Division No. 3	73,484	73	7,856	<b>59</b>	81,341	<b>32</b>
Division No. 4	120,813	88	12,061	41	132,875	29
Division No. 5	109,771	37	11,661	09	121,432	46
Division No. 6	102,298	90	11,215	74	113,514	64
Division No. 7	111,614	<b>73</b>	11,910	98	123,525	71
Division No. 8	84,090	18	13,381	84	97,472	02
Division No. 9	121,583	77	13,829	95	135,413	72
First Deputy	118,984	27	12,379	<b>5</b> 0	131,363	77
	<b>\$1,104,68</b> 2	56	\$131,459	29	\$1,236,141 =======	85

The following table shows expenditures for rents, printing, merchandise bills and supplies for year ending December 31, 1916:

1916	Amount	
January	\$4,056 58	3
February	9,608 59	9
March	2,660 93	3
April	3,319 91	1
May	5,059 07	7
June	3,302 10	6
July	3,945 3	5
August*	4,518 89	2
September	3,799 73	3
October	5,039 70	0
November	5,077 48	8
December	3,610 63	2

\$53,998 89

The following table shows payments to contractors for construction work under contract during year ending December 31, 1916.

1916	State funds	County funds	Village funds	Total
January	\$102,758 05	\$36,309 08	\$18,418 73	<b>\$157,485</b> 86
February	225,362 04	32,249 67	12,202 55	269,814 26
March	168,869 86	54,643 66	30,603 72	254,117 24
April	55,372 70	25,964 46	15,307 03	96,644 19
May	225,149 79	103,146 58	18,948 07	347,244 44
June	387,522 72	138,244 32	18,076 98	543,844 02
July	462,978 07	169,053 42	35,124 73	667,156 22
August	551,369 40	193,840 53	39,744 97	784,954 90
September	609,477 14	192,849 20	47,707 17	850,033 51
October	592,534 20	217,152 14	27,927 53	837,613 87
November	376,848 13	122,234 12	24,700 24	523,782 49
December	199,771 42	80,099 03	13,207 10	293,077 55
	\$3,958,013 52	\$1,365,786 21	\$301,968 82	<b>\$</b> 5,625,768 55

The following table shows payments account of advertising for proposals for construction of roads; also hearings on grade crossings, for year ending December 31, 1916.

1916	Amou	ınt
January	\$1,843	45
February	1,392	13
June	420	<b>5</b> 5
September	159	70
November		48
December	8,421	<b>32</b>

**\$13,904** 63

The following table shows payments account of right-of-way, for year ending December 31, 1916, exclusive of grade crossings.

1916	Amou	ınt
January	\$17	80
February	37	<b>5</b> 0
March	1	22
April	55	38
May	9	<b>50</b>

1916	Amoun	ıt
June	<b>\$1</b> 80 (	00
July	140	00
August	106	50
September	99	00
October	<b>594</b>	75
November	84	56
${\bf December} \; . \; \dots	366	65
- -	<b>\$1,692</b>	86

The following table shows payments account of grade crossing elimination for year ending December 31, 1916.

1916	Amoun	t
January	\$1,588	<b>82</b>
February	14,883	<b>53</b>
March	4,485	31
April	25,144	<b>72</b>
May	18,324	65
July	2,901	00
August	27,170	<b>76</b>
October	65,084	80
November	7,108	37
December	25,842	70
	<b>\$</b> 192,534	66

The following table shows payments for salaries, traveling expenses and office expenses in the bureau of town highways, for year ending December 31, 1916:

1916	Salaries		Traveling expenses		Office expenses and mass, bills	
January	\$2,549	<b>76</b>	<b>\$941</b>	<b>4</b> 0	<b>\$52</b>	<b>05</b>
February	2,545	76	826	90	18	<b>25</b>
March	2,553	<b>76</b>	762	37	29	01
April	2,545	76	675	88	148	<b>6</b> 2
May	2,553	<b>76</b>	740	87	36	29

1916	Salar	ies	Trav expe		Office ex	enses bills
June	\$2,550	42	\$795	94	\$1,391	84
July	2,674	<b>76</b>	669	18	76	34
August	2,678	<b>76</b>	763	87	59	86
September	2,674	76	751	41	37	97
October	2,674	76	787	95	3,425	<b>5</b> 5
November	2,674	<b>7</b> 6	740	46	100	39
December	2,549	76	752	26	6	82
=	\$31,226	78	\$9,208	49	<b>\$</b> 5,382	99
	Sumn	nary				
Salaries					\$31,226	78
Traveling expenses					9,208	49
Office expenses and men	chandise b	ills.			5,382	99
Total				<del>.</del>	\$45,818	26

The following table shows payments for salaries and office expenses in the bureau of maintenance and repair for year ending December 31, 1916.

1916	Office expenses Salaries and moise, bills			
January	<b>\$625</b>	00	<b>\$23</b> 8	62
February	625	00	112	80
March	625	00	158	98
April	625	00	379	09
May	625	00	323	93
June	625	00	391	61
July	2,463	07	77	94,
August	2,476	07	244	14
September	2,463	07	251	13
October	2,463	07	217	08
November	2,463	07	160	06
December	2,463	07	7	00
_	\$18,541	42	\$2,562	38

#### Summary

Salaries	. ,
Total	\$21,103 80

The following table shows the total expenditures of State and county funds for the maintenance and repair of improved highways, including material furnished and work performed, also by patrol system, for year ending December 31, 1916.

1 0 , 0	•		
1916	Paid by check	Paid by county o	iraf
January	\$19,155 80	\$104,198	84
February	44,153 75	115,035	87
March	10,692 67	32,294	82
April	82 61	2 <b>4,632</b>	44
May	990 95	104,976	23
June		345,904	09
July		501,647	91
August		645,486	<b>59</b>
September	4,624 69	591,206	08
October	6,807 22	704,931	11
November	72,482 70	429,543	<b>25</b>
December	73,586 96	419,962	14
=	<b>\$</b> 232,577 35	\$4,019,819	
Sumi	nary		
Paid by check	· · · · · · · · · · · · · · · · · ·	\$232,577	35
Paid by county draft		4,019,819	37
Total	 	4,252,396	

The following table shows the total expenditures under chapter 295, Laws of 1913, for the construction of a boulevard and viaduct in the county of Albany connecting State Route Three, trunk

line, the so-called "stone road," in the town of Bethlehem, in said county, with Delaware avenue in the city of Albany, for year ending December 31, 1916.

Amount
\$1,397 64
1,412 38
6,372 71
3,662 12
2,621 39
1,012 00
<b>\$16,478</b> 24

The following table shows the total expenditures under chapter 784, Laws of 1913, for establishing a new State route in the county of Greene, known as Route 5-C, for year ending December 31, 1916.

1916	Amou	nt
January	\$221	00
February	113	76
March	147	85
April	211	60
May	2,156	14
June	$5,\!552$	50
July	299	75
August	3,722	77
September	1,458	56
October	1,881	81
November	2,329	31
December	3,158	41
Total	21,253	46

The following table shows the total expenditure under chapter 786, Laws of 1913, for new State routes in the counties of Essex and Warren, for year ending December 31, 1916.

1916	Amor	unt
January	<b>\$495</b>	29
February	460	<b>50</b>
March	251	00
April	<b>59</b> 5	58
May	6,777	25
June	10,362	43
July	20,170	31
August	11,867	57
September	8,547	46
October	11,070	86
November	3,427	62
December	960	40
Total	<b>\$74,986</b>	27

The following table shows the total expenditures under chapter 277, laws of 1915, for new State routes in the counties of Orleans and Niagara, for the year ending December 31, 1916.

1916	Amount
January	\$1,071 45
February	16,827 31
March	1,734 57
April	591 96
May	13,119 93
June	10,498 24
July	16,412 82
August	13,540 59
September	15,869 76
October	6,441 85
November	775 41
December	3,717 32
Total	<b>\$100,601</b> 21

The following table shows the total expenditures under chapter 634, Laws of 1916, for the improvement of 1.30 miles of the highway leading from the State Women's Relief Corps Home at Oxford, Chenango County, for the year ending December 31, 1916.

1916.		
1916	Amo	unt
September	<b>\$</b> 8	70
October	144	33
November	21	<b>5</b> 3
December	74	44
Total	\$249	00
The following table shows payments of Comptexpense charged to the Commission of Highways for December 31, 1916.	r year end	ing
Quayle & Sons for engraving bonds	\$2,550	
Quayle & Sons for engraving bonds	1,025	
Quayle & Sons for engraving bonds	239	33
Quayle & Sons for engraving bonds	640	00
Quayle & Sons for engraving bonds	4,960	00
Quayle & Sons for engraving bonds	1,700	00
R. L. Polk & Son, stamped envelopes	215	60
Transfer office rent	500	00
J. B. Lyon Co., blanks		24
J. B. Lyon Co. for circulars of bond sale	47	<b>2</b> 5
Berkshire Hills Paper Co. for paper for bonds	442	75
Advertising sale of bonds	1,196	04
Total	<b>\$1</b> 3,516	21
D		

#### RECAPITULATION

For salaries, traveling expenses and office	
expenses in adminitrative offices	\$180,435 76
For salaries and traveling expenses in the nine	
divisions and the office of the First Deputy	1.236.141 85

For rents, printing, merchandise bills and sup-		
plies	\$53,998	89
For payments to contractors for construction of		
roads	5,625,768	55
For advertising for proposals	13,904	
For right of way	1,692	
For the elimination of grade crossings	. 192,534	66
For salaries, traveling expenses and office	•	
expenses in the Bureau of Town Highways	45,818	26
For salaries and office expenses in the Bureau of		
Maintenance and Repair	21,103	80
For payments for the maintenance and repair of		
improved highways, including materials fur-		
nished and work performed, also by patrol		
system	4,252,396	<b>72</b>
For payments under chapter 295, Laws of 1913,		
for the construction of a boulevard and viaduct		
in the county of Albany connecting State Route		
Three line (the so-called "stone road") in the		
town of Bethlehem, in said county with Dela-		
ware avenue in the city of Albany	16,478	24
For payments under chapter 784, Laws of 1913,		
for establishing a new State route in the county		
of Greene, known as Route 5-C	21,253	46
For payments under chapter 786, Laws of 1913,		
for new State routes in the counties of Essex		
and Warren	74,986	27
For payments under chapter 277, Laws of 1915,		
for new State routes in the counties of Orleans		
and Niagara	100,601	21
For payments under chapter 634, Laws of 1916,		
for the improvement of 1.30 miles of the high-		
way leading from the State Women's Relief		
Corps Home at Oxford	249	00
For payments of Comptroller's office expenses	40 240	0-
charged to the Commission of Highways	13,516	21
Grand total	<b>\$11,850.880</b>	37
	, = = , = , =	. •

LIST OF PERMITS ISSUED, YEAR 1916

nty	.; 'i
County	Schenectady. Albany. Albany. Albany. Steuben. Erie. Otsego. Monroe. Senera. Westrelester. Herkimer. Herkimer. Herkimer. Schoharie. Erie. Schoharie. Erie. Schoharie. Erie. Suffolk. Nassau. Erie. Suffolk. Niagara. Niagara. Niagara. Niagara. Niagara. Niagara. Niagara. Otsego. Herkimer.
Road No.	577 879 879 835 8312 8322 8322 8327 5247 1207 1101 1101 1204 1204 1204 1204 1204 1204
Issued to	Jersey Ice Cream Co., Inc. Watervliet Water Board Watervliet Water Board Watervliet Water Board Canisto Water Works Co.  Harves Gas & Coll Co E. J. Stinner (revokel) New York State Railway Waterlow Water Co.  Remington Arms & Ammuniton Co. Remington Arms & Ammuniton Co. Remington Arms & Ammuniton Co. Remington Arms & Ammuniton Co. Remington Arms & Ammuniton Co. Remington Arms & Ammuniton Co. Remington Arms & Ammuniton Co. Remington Arms & Ammuniton Co. Remington Arms & Ammuniton Co. Woldawk Hydro-Electric Co. Watern New York Central R. R. Co. Fred A. Crombic South Shore Gas Co. Fred A. Crombic South Shore Gas Co. Fred A. Crombic South Shore Gas Co. Ningara, Lockport & Ontario Power Co. Ningara, Lockport & Ontario Power Co. International Railway Co. International
Date of permit	Jan. 3, 1916 Jan. 4, 1916 Jan. 8, 1916 Jan. 8, 1916 Jan. 14, 1916 Jan. 1917 Jan. 1917 Jan. 1917 Jan. 1917 Jan. 1917 Jan. 1917 Jan. 20, 1916 Ja
Date of approval	Jan. 3. Jan. 4, 1916 Jan. 4, 1916 Jan. 4, 1916 Jan. 4, 1916 Jan. 9, 1916 Jan. 9, 1916 Jan. 13, 1916 Jan. 1916 Ja
PERMIT NO.	1533 1534 1535 1535 1536 1539 1540 1541 1542 1543 1544 1546 1546 1546 1546 1546 1556 1566 156

279 (Swergo, 91) Rockland, 1178 Essex, 5295 Schuyler, 548 Suffolk, 709 Dutchess, 5026 Scuben, 1779 Suffolk, 1779 Suffolk, 1779 Suffolk, 1779 Suffolk, 1779	5112 Suffolk.	( 3223 ) Westchoster. 728 & 5512   Rockland. 5456   1136   Cheware. 1136   Cheware. 5232   Rockland. 5232   Brockland. 5232   Brockland. 5232   Brockland. 5232   Brockland. 5334   Cheware. 5348   Cheware. 5488   Cheware. 5488   Steuben. 5502   Cheware. 5302   Cheware. 5	•
Columbia Milla, Inc. Pothat Water Co. Village of Barane Lake. Village of Bardette. Great South Bay Water Co. Great South Bay Water Co. G. R. Androws. Ingerial Rand Co.	Nicholas M. Rock	New York Interurban Water Co. Spring Valley Water Works & Supply Co. Salmon River Table Co. Spring Valley Water Works & Supply Co. Spring Valley Water Works & Supply Co. Screen Water Co. Endient Water Works Co. Endiestone & Marks George F. Secor. New York Central R. R. Co. Empire Gas & Fuel Co., Ltd. Iroquois Natural Gas Co. Endient Gas Co. Endient Gas Co. Fachogue Gas Co. Canisteo Gas Co. Pachogue Gas Co. Canisteo Gas Co. Relogg. C. L. Tillinghast Canisteo Gas Co. Recenter Railway & Light Co. C. H. Stanithope Rochester Railway & Light Co. Addiano Water Commissioners The Village of Contub. New Catel Water Co.	
Mar. 11, 1916 Mar. 11, 1916 Mar. 13, 1916 Mar. 14, 1916 Mar. 15, 1916 Mar. 15, 1916 Mar. 16, 1916 Mar. 16, 1916	Mar. 22, 1916	Mar. 27, 1916 Mar. 27, 1916 Mar. 27, 1916 April 10, 1916 April 12, 1916 April 17, 1916 April 17, 1916 April 17, 1916 April 19, 1916 April 19, 1916 April 19, 1916 April 20, 1916 April 21, 1916 April 22, 1916 April 24, 1916 April 26, 1916	· - > - 1>
Mar. 8, 1916 Oct. 19, 1915 Mar. 13, 1916 Mar. 13, 1916 Mar. 13, 1916 Mar. 13, 1916 Mar. 6, 1916 Mar. 6, 1916	Mar. 13, 1916	Mar. 17, 1916  Mar. 24, 1916  Mar. 24, 1916  Mar. 24, 1916  April 4, 1916  April 1, 1916  April 10, 1916  April 15, 1916	
1500 1570 1571 1572 1573 1574 1574 1576 1576	1578	1579 1580 1581 1582 1583 1584 1584 1589 1589 1599 1599 1599 1600 1600 1600 1600 1600 1600 1600 16	

LIST OF PERMITS ISSUED, YEAR 1916 — (Continued)

County	Rockland. Seneca. Erie. Seneca. Gayuga. Onondaga. Onondaga. Onondaga. Orbego. Buffolk. Erie. Erie. Erie. Erie. Erie. Yates. Jeffernon. Shulyler. Genesee. Columbia. Weetcheeter. Chenango. Erie. Genesee. Columbia. Weetcheeter. Chenango. Erie. Saneca. Seneca.	Columbia. Otacgo. Westchester.
Road No.	9006 1772 944 1772 944 1773 944 1773 944 1773 944 1773 9473 1739 1130 1101 1101 1101 1103 1003	53 23 28 53 28 28 53 28 28 53 28 28
Insued to	Samuel W. Sheldon Senesa Water Co., Inc Central Dredging Co Central Dredging Co Senes Solowa C	Sanuel Hudson McCabo Bros Geo. A. Foller Co.
Date of permit	April 28, 1916 April 28, 1916 April 28, 1916 May 1, 1916 April 29, 1916 May 2, 1916 May 2, 1916 May 4, 1916 May 4, 1916 May 12, 1916 May 13, 1916 May 17, 1916 May 17, 1916	May 19, 1916 May 19, 1916 May 19, 1916
Date of approval	April 26, 1916 April 26, 1916 April 24, 1916 April 28, 1916 April 26, 1916 April 26, 1916 April 26, 1916 April 27, 1916	May 16, 1916 May 15, 1916 May 15, 1916
PERMIT NO.	1612 1614 1615 1615 1616 1617 1618 1620 1620 1622 1622 1623 1623 1624 1629 1629 1630 1631 1631 1631 1631 1631 1631 1631	1637 1636 1630

Monroe. Onoddaga. Erie. Chemung. Westchester. Dutchess. Suffolk. Erie. Suffolk. Suffolk. Suffolk. Onodaga.	Otsego. Oneida. Onoidaga. Onoidaga. Onoidaga. Suffolk. Suffolk. Nassau. Suffolk. Herkimer. Suffolk. Grifolk.	Westchester. Clinton. Clinton. Dutchess. Erie. Dutchess. Bratogs. Bratogs. Bratogs. Briton.
230 & 129 348 230 & 129 356 5371 5095 5301 1019 1333 5488 5488 5486 5365	(176) 250 250 250 250 71 748 5587 436 5587 436 5161 5161 5161 5061 128 (Route No. 1, Sec.	tion 4-A 5190 138 248 348 348 5064 1114 1114 5239 5239 5331 118 5301 118 5400 5400 5400 5400 5400 5400 5400 540
The Village of Brockport Syracuse Suburban Water Co. Buffalo General Electric Co. Frank S. Bordhy. J. A. Curtis Offer S. South Bay Water Co. Win. W. Bird Inoquois Natural Gas Co. Inoquois Natural Gas Co. Inoquois Natural Gas Co. Benjamin Edwards, Inc.	Colliers Light, Heat & Power Co.  Hesse & Scharff Co. Onondaga Pipe Line Co. Stadling Plumbing & Heating Co. Stadling Plumbing & Heating Co. Great South Water Co. New York Telephone Co. Charles Kochler Town Board of Brookhaven. Town Board of Brookhaven. Great South Bay Water Co. Solvay Process Co. Solvay Process Co. Solvay Process Co. Solvay Process Co. Feel, Water Co. Solvay Process Co.	E. R. Carrington W. A. Stiles Ralph A. Griffing Ralph A. Griffing J. E. Schoellkopf V. E. Schoellkopf C. F. Hawley Van Don's Stove Store Martin A. Barker John S. Pettit. Elizabethrown Water Co Westelberter Lighting Co Town Board of Leip. M. E. Ross M. E. Ross M. E. Ross John J. Davis
<b>୍ରଷ୍ଟର୍ଷ୍ଟ୍ରସ୍ଟ୍ରସ୍ଟ୍ରସ୍ଟ୍ର</b>	May 26, 1916 May 29, 1916 May 31, 1916 May 13, 1916 May 11, 1916 June 1, 1916 June 1, 1916 June 1, 1916 June 1, 1916	. <b>෬෬෭෭෭෭෦ඁ</b> ෫ඁ෨෨෨෨෩ඁ෮෮෭෭෦ඁඁ෪ඁ෫෦෨෭෭ඁ
22222222222222	May 23, 1916 May 25, 1916 May 28, 1916 May 29, 1916	6.9,2,1,7,5,5,1,8,5,2,2,2,2,2,2,2,2,2,2,2,2,2,2,2,2,2,2
1040 1041 1042 1044 1044 1046 1046 1046 1046 1046 1040 1040	1652 1653 1654 1655 1656 1656 1659 1660 1661 1661 1664 1664 1666 1666 1666	1668 1669 1670 1671 1672 1673 1676 1676 1676 1680 1680

LIST OF PERMITS ISSUED, YEAR 1916 — (Continued)

	I Date of Issued to Road No. County	916 June 12, 1916 Depew & Lancaster Light, Power & Conduit Co	916 June 17, 1916 Village of Clayton. 5403 916 June 19, 1916 Western New York & Pennsylvania Traction Co. 601 916 June 19, 1916 J. L. Valentine. 5488	916 June 19, 1910 vestern vow rork water Co. 916 June 19, 1916 John Canell 10 June 19, 1916 John Mrt Kiisco. 916 June 19, 1916 Ferdinand Martin	916 June 20, 1916 Edw. Cananord. 916 June 20, 1916 Edw. Cananord. 916 June 20, 1916 Thos. Byrnes, Jr. 5373 F	June 21, 1916 Wickwire Steel Co. June 23, 1916 Marion A. Goodyear. June 24, 1916 Harris Gordon.	June 19, 1916       Louis Klein       5223         July 5, 1916       Village of Mt. Kiseo       865         July 1, 1916       Village of Mt. Kiseo       865         Lily 1, 1916       Reign Cliff Booker, Cl	June 26, 1916 Editing Light, Water & Road Co. June 26, 1916 Forquois Natural Gas Company June 6, 1916 New York Telephone Co. July 6, 1916 New York Telephone Co. July 6, 1916 Village of North Collins July 6, 1916 Frank Hohnwood July 6, 1916 Frank Hohnwood	July 6, 1916   George Carter   5306   1   100   1   10	July 7, 1916 Fidw. G. Schandt M8co 68 July 8, 1916 Wanakah Gas Corporation 5071 July 10, 1916 Albany Southern Railroad Co 739
_	Date of permit	916	916	9, 1916 9, 1916 9, 1916	20, 1916 20, 1916 20, 1916	916	916	26, 1916 6, 1916 6, 1916 6, 1916 6, 1916	6, 1916	10, 1916 10, 1916 1916 1916
	Date of approval	June 12,	June 4, June 15, June 14,	June 13, 1 June 15, 1 June 15, 1 May 25, 1	June 15, June 15, June 9,	June 15, 1916 June 20, 1916 June 16, 1916 June 20, 1916	June 15, 1916 June 27, 1916 June 27, 1916	June 26, 1916 June 22, 1916 June 22, 1916 June 26, 1916 June 26, 1916	June 7, 1917 June 26, 1916	June 26, 1916 June 29, 1016 June 29, 1916 July 1, 1916
	PERMIT NO.	1684	1686 1687 1688	1690 1691 1692	1694 1694 1695	1696 1697 1608 1699	1700 1701 1702 1702	1704 1705 1706 1707 1708	1710.	1713. 1714. 1715.

Fulton. ()swego. Wyoming and Catta-	WALLET WOLLDWALL	Onnatio. Onnatio. Onnatio. Onondaga. Onondaga. Lefferson. Ulster. Oneida. Westchester. Westchester. Wonco. Monroe. Onondaga. Ulster. Suffolk. Steuben. Steuben. St. Lawrence. St. Lawrence. Ottoga. Ortoida.
5065 5275 17	5301 6 95 9 96 9 96 5343 24 454 454 650 650 6531 534 563 600 600 600 600 600 600 600 6	(Route No. 27) (Route No. 27) (Route No. 27) (743 503 5486 5486 5486 5486 5486 5486 5486 5487 794 1262 987 130
Broadalbin Electric Light & Power Co E. A. Dorland Village of Arcado	Suffolk Gas & Ellectric Co.  Edwin E. Lincoln. Masion Light & Power Co. Mrs. G. E. Risscord. Esstrain Kodak Co. Westchester Lighting Company. Adironalist Electric Power Corporation. Claude Bayer. The Delawate & Hudson Company. The Delawate & Hudson Company. The Delawate & Electric Light & Power Co. Spring Valley Water Works & Supply Co. Spring Valley Water Works & Supply Co. Spring Valley Water Works & Supply Co. Spring Valley Company. J. P. Lewes Co. F. E. Sheehan. Village of Philmont. City of Rochester.	Donneent & Dunkherst. Spring Valley Water Works & Supply Co. Spring Valley Water Works & Supply Co. Yilage of Alexandria Baya Village of Alexandria Baya Village of Alexandria Baya Village of Alexandria Baya Village of Alexandria Baya Town Board of Islp Town Board of Islp Board of Sewer Commissioners Ilion New York Telephone Co. Bartman Kodak Co. Syracuse Lighting Co. Wingston Gas & Electric Co. A. J. Elliott Board of Water Commissioners, Hammondsport. Wm. M. Ballard Huttington Gas Co. Wm. B. Griffith Wm. E. Griffith Whenix Chees Co. Jos. Favato. Jos. Favato. Affred Hut O. Hahl, Md. Alfred Hut O. Hahl, Md.
7 12, 1916 7 13, 1916 7 13, 1916	13, 1916 13, 1916 11, 1916 11, 1916 11, 1916 11, 1916 11, 1916 11, 1916 12, 1916 13, 1916 14, 1916 15, 1916 16, 1916 17, 1916 18,	27, 1916 28, 1916 28, 1916 28, 1916 28, 1916 29, 1916 20, 1916 20, 1916 20, 1916 20, 1916 21, 19
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20, 1916 6, 1916 6, 1916	2, 1916 191	23, 1916 24, 1916 24, 1916 25, 1916 26, 1916 27, 1916 28, 1916 28, 1916 29, 1916 20, 1916
June 2 July July	July 7, 1916 July 6, 1916 July 12, 1916 July 12, 1916 June 30, 1916 June 12, 1916 July 12, 1916 July 12, 1916 July 18, 1916 July 20, 1916 July 21, 1916 July 21, 1916 July 22, 1916	A Aug. A
1720 1721 1722	1723 1724 1726 1727 1727 1739 1739 1733 1734 1736 1737 1739 1739 1740 1741	1743 1744 1745 1746 1749 1750 1750 1753 1754 1755 1755 1755 1755 1756 1760 1760 1760 1760 1760 1760 1760 176

LIST OF PERMITS ISSUED, YEAR 1916 — (Continued)

	County	Monroe.  Monroe. Ulster. Columbia. Olsego. Columbia. Dutchees. St. Lawrence. Dielaware. Erie. Ningara. Jefferson. Erie. Cortland. Monroe. Oowego. Schuyler. Oomedaga. Jefferson. Rockland. Monroe. Oowego. Schuyler. Oomedaga. Jefferson. Rockland. Monroe. Oowego. Schuyler. Jefferson. Rockland. Monroe. Oomedaga. Jefferson. Yates. Rockland. Columbia. Columbia. Singara. Singara. Singara. Singara. Singara. Lewis.
	Road No.	481 1357 1357 1357 1350 540 603 6467 747 747 747 1024 1026
IERMIIS ISSUED, IEAK 1910 — (Communa)	Issued to	Rochester Railway & Street Co.  Rochester Railway & Light Co.  J. W. Feetr.  Chatham Electric Light, Heat & Power Co.  Conter Hudson Gas & Electric Co.  R. A. Dibble.  R. A. Mathier Construction Co.  R. Humper & Construction Co.  R. A. Maran.  Syracuse Light Co.  Recorded
LIST OF	Date of permit	Aug. 16, 1916  Aug. 22, 1916  Aug. 22, 1916  Aug. 22, 1916  Aug. 22, 1916  Aug. 23, 1916  Aug. 24, 1916  Sept. 1, 1916  Sept. 1, 1916  Sept. 1, 1916  Sept. 1, 1916  Sept. 2, 1916  Sept. 1, 1916
	Date of approval	Aug. 8, 1916 Aug. 16, 1916 Aug. 16, 1916 Aug. 16, 1916 Aug. 24, 1916 Aug. 26, 1916 Aug. 27, 1916 Aug
	PERMIT NO.	1766 1767 1708 1770 1771 1771 1773 1775 1776 1779 1779 1789 1789 1789 1789 1789 1789

Yates, Ontario Monroe. Monroe. Monroe. Oneida. Oneida. Oneida. Oneida. Oneida. Oneida. Oneida. Oneida. Orichans. Ori
581 582 583 583 583 583 583 583 583 583

odinore.	Rochester	City of Rochester.	City of Rochester	City of Rochester.	Seymour Eychner	Mto Construction Co	ster Lighting Co.	Mather.	'Illage of Whitesboro'	Charles Alberto	Armendo E. Griffin.	I. C. Petersen Co., Inc.	Amawalk Nursery	THE STATE OF THE S	to Car Co		Tries Cas & Flantain Co	as a Liberia Co.	Ster Lighting Co.	mage of Kninebeck,	er Kailway & Light Co.	Albany Southern Railroad Co.		ork & White Plains Suburban Water Co	rie Co	Rose.	fillage of Mt. Kisco.	or Dangster	Village of Wellsville, Water & Light Department	Achoson Granhite Co	Elmira	Alayville Knitting Co	Graphite Co	)range & Rockland Electric Co.	e Lighting Co	lsh	LaForge	W. Davison	outh Bay Water Co.	roquois Natural Gas Co	ork Central Railroad	Northern-Westchester Light Co.	rancis Salisbury	N. Knight & Son	Rutherford	nd Drake	
J. M. P.	City of	City of	City of	City of	Seymon	Alto Co	Westchester	Wm. A. M	Village	Charles	Armend	H.C. P.	Amawa	Alex Wat	Keystone Gas	I M Croff	This	U cotoboto	W estend	VIIIage	Rochester	Albany	W. J. Gilber	New York &	Mexico	Fred E. Rose	Village	Larkin	Village	Acheson	City of Elmin	Clayvill	Acheson Grap	Orange	Syracuse I	Jos. Welsh	Bernard I	Robert W	Great South	Iroquois	New Yo	Norther	Francis	J. N. E	John S.	Lohn T	
1916		1916																						1916		1916	1916	OTAT	1916	1916	1916	9161	1916	_	_		٠.	٠.	٠.	_	-	1916	_	_,		1916	•
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LIST OF PERMITS ISSUED, YEAR 1916 — (Concluded)

County	Vestchester. Skeuben. Westchester. Skeuben. Wayne. Genesee. Sligara. Sligara. Sligara. Sligara. Niagara. Niagara. Niagara. Westchester. Rockland. Sligara. Suffolk. Westchester. Westchester. Westchester. Westchester. Nasaa. Suffolk. Suffolk. Suffolk. Noncie. Orleans. Suffolk. Westchester. Westchester. Westchester. Westchester. Westchester. Westchester. Westchester. Westchester. Niagara.
Road No.	(5328   5328   5328   5328   5328   5328   5348   5349   5240   61185   5349   5349   5349   5348
Issued to	Buttermilk Falls Electric Co.  Westchester Lighting Co.  Addiagn Ware Work New York State Natural Gas Corporation Gasport Rock Gun Club Edgar Ryan Marboro Plumbing Co. Mrs. Mary E. Snyder Roach Brothers Roach Brothers R. M. Mansfeld Suburban Power Co. Willage of Albion Benjamin Edwards, Inc. Nyack Board of Water Commissioners I. Valenting Co. Strings of Albion Benjamin Edwards, Inc. Nyack Board of Water Commissioners I. Valenting Co. Griger W. Harrington Board of Water Commissioners Nyack Board of Water Commissioners Subard of Water Commissioners Wm. H. Glover Wm. H. Gl
Date of permit	0.c. 13
Date of approval	Oct. 7, 1916 Oct. 19, 1916 Oct. 24, 1916 Oct. 27,
PERMIT NO.	18.50 18.51 18.53 18.53 18.53 18.53 18.55 18.55 18.50 18.60 18.60 18.60 18.60 18.60 18.60 18.60 18.60 18.60 18.60 18.60 18.70

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Antonio Servello Century Country Club. Syracuse Suburban Water Co. In Co. Inc. Red Hook Telephone Co. Weetchester Lighting Co. Owner-Included Co. Inc. L. R. Lyon C. W. Rose I. R. Lyon C. W. Rose I. R. Lyon C. W. Rose I. R. Lyon C. W. P. Tanant Rober A. Lautin R. S. Turner I. R. Syracuse Lighting Co. History Realty Corporation Syracuse Lighting Co. History Realty Corporation Northern Westchester Light Co. The Crescent Garge Co. History Realty Corporation Syracuse Lighting Co. The Crescent Garge Co. History Realty Corporation Mary E. Fulton Mary E. Fulton Mary E. Fulton Mary E. Rulton Mary Canester Light Power & Conduit Co. Syracuse Suburban Co. Syracuse Suburban Co. New York Telephone Co. New York Telepho
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#### PROPOSALS RECEIVED AND CONTRACTS AWARDED

Proposals were received by the State Commission of Highways at its office No. 55 Lancaster street, Albany N. Y., for the furnishing and delivering of bituminous materials "A" and "T," on Tuesday, March 28, 1916.

BITUMINOUS MATERIAL — CONTRACT No. 1 — DIVISION No. 1.
Name and address of bidder Amount
The Barber Asphalt Paving Co \$19,267 60
John Baker, Jr
The Atlantic Refining Co
Standard Oil Co. of New York
Awarded to John Baker, Jr.
BITUMINOUS MATERIAL — CONTRACT No. 2 — DIVISION No. 1
Newton Paving Co
Headley Good Roads Co 2,527 19
The Atlantic Refining Co 2,796 81
Awarded to Headley Good Roads Co.
BITUMINOUS MATERIAL — CONTRACT No. 3 — DIVISION No. 1
The United Gas Improvement Co \$27,085 39
The Barrett Co
Awarded to The United Gas Improvement Co.
BITUMINOUS MATERIAL — CONTRACT No. 4 — DIVISION No. 2
The Barber Asphalt Paving Co \$5,685 28
John Baker, Jr 6,669 38
The Atlantic Refining Co 6,674 24

BITUMINOUS MATERIAL — CONTRACT No. 5 — DIVISION No. 2
Name and address of bidder Amount
Headley Good Roads Co
The Atlantic Refining Co
Newton Paving Co
Awarded to Headley Good Roads Co.
BITUMINOUS MATERIAL CONTRACT No. 6 DIVISION No. 2
The United Gas Improvement Co
The Barrett Co
Awarded to The United Gas Improvement Co.
BITUMINOUS MATERIAL — CONTRACT No. 7 — DIVISION No. 3
John Baker, Jr
The Atlantic Refining Co 5,156 19
The Barber Asphalt Paving Co 5,979 88
Awarded to John Baker, Jr.
BITUMINOUS MATERIAL — CONTRACT No. 8 — DIVISION No. 3
Headley Good Roads Co
The Atlantic Refining Co 5,680 00
Newton Paving Co 7,290 00
Awarded to Headley Good Roads Co.
BITUMINOUS MATERIAL — CONTRACT No. 9 — DIVISION No. 3
The United Gas Improvement Co
The Barrett Co
Awarded to The United Gas Improvement Co.
BITUMINOUS MATERIAL — CONTRACT No. 10 — DIVISION No. 4
The Barber Asphalt Paving Co
The Atlantic Refining Co
John Baker, Jr
Awarded to The Atlantic Refining Co.

BITUMINOUS MATERIAL — CONTRACT No. 11 — DIV	vision No. 4
Name and address of bidder	Amount
Headley Goods Roads Co	<b>\$6,180</b> 25
The Atlantic Refining Co	<b>6,683</b> 25
Newton Paving Co	<b>8,656</b> 25
Awarded to Headley Good Roads Co.	
BITUMINOUS MATERIAL — CONTRACT No. 12 — DIV	vision No. 4
The United Gas Improvement Co	<b>\$888</b> 65
The Barrett Co	919 75
Awarded to The United Gas Improvement Co.	
BITUMINOUS MATERIAL — CONTRACT No. 13 — DIV	vision No. 5
The Atlantic Refining Co	\$18,289 70
John Baker, Jr	<b>18,562</b> 55
The Barber Asphalt Paving Co	3,072 00
Awarded to The Atlantic Refining Co.	
BITUMINOUS MATERIAL — CONTRACT No. 14 — DIV	
Headley Good Roads Co	\$3,148 30
The Atlantic Refining Co	3,518 25
Newton Paving Co	4,516 25
Awarded to Headley Good Roads Co.	
BITUMINOUS MATERIAL — CONTRACT No. 15 — DIV	
The United Gas Improvement Co	<b>\$9,275</b> 80
The Barrett Co	9,636 90
Awarded to The United Gas Improvement Co.	
BITUMINOUS MATERIAL — CONTRACT No. 16 — DIV	vision No. 6
The Atlantic Refining Co	<b>\$7</b> ,846 25
John Baker, Jr	8,093 37
The Barber Asphalt Paving Co	8,529 47

Awarded to The Atlantic Refining Co.

BITUMINOUS MATERIAL — CONTRACT No. 17 — Dr	vision No. 6
Name and address of bidder	Amount
Headley Good Roads Co	<b>\$6,059</b> 61
The Atlantic Refining Co	6,644 92
Newton Paving Co	8,647 12
Awarded to Headley Good Roads Co.	
7	
BITUMINOUS MATERIAL — CONTRACT No. 18 — Dr	vision No. 6
The United Gas Improvement Co	<b>\$42.90</b>
The Barrett Co	50.00
E	
Awarded to The United Gas Improvement Co.	
BITUMINOUS MATERIAL — CONTRACT No. 19 — DI	vision No. 7
The Atlantic Refining Co	\$6,053.35
The Barber Asphalt Paving Co	2,561 40
John Baker, Jr.	5,990 45
Awarded to John Baker, Jr.	<del></del>
Awarded to come baker, or.	
BITUMINOUS MATERIAL — CONTRACT No. 20 — DI	vision No. 7
Headley Good Roads Co	<b>\$5,583</b> 10
Headley Good Roads Co.  The Atlantic Refining Co.  Newton Paving Co.	\$5,583 10 6,076 00
Headley Good Roads Co	\$5,583 10 6,076 00 7,945 00
Headley Good Roads Co.  The Atlantic Refining Co.  Newton Paving Co.	\$5,583 10 6,076 00 7,945 00
Headley Good Roads Co.  The Atlantic Refining Co.  Newton Paving Co.  Awarded to Headley Good Roads Co.  BITUMINOUS MATERIAL — CONTRACT No. 21 — DIV. The United Gas Improvement Co.	\$5,583 10 6,076 00 7,945 00
Headley Good Roads Co.  The Atlantic Refining Co.  Newton Paving Co.  Awarded to Headley Good Roads Co.  BITUMINOUS MATERIAL — CONTRACT No. 21 — DIV	\$5,583 10 6,076 00 7,945 00 VISION No. 7
Headley Good Roads Co.  The Atlantic Refining Co.  Newton Paving Co.  Awarded to Headley Good Roads Co.  BITUMINOUS MATERIAL — CONTRACT No. 21 — DIV. The United Gas Improvement Co.	\$5,583 10 6,076 00 7,945 00 7,945 00 7,945 00 86,855 58
Headley Good Roads Co.  The Atlantic Refining Co.  Newton Paving Co.  Awarded to Headley Good Roads Co.  BITUMINOUS MATERIAL — CONTRACT No. 21 — DIV. The United Gas Improvement Co.  The Barrett Co.  Awarded to The United Gas Improvement Co.	\$5,583 10 6,076 00 7,945 00 7,945 00 7,945 00 7,137 70
Headley Good Roads Co.  The Atlantic Refining Co.  Newton Paving Co.  Awarded to Headley Good Roads Co.  BITUMINOUS MATERIAL — CONTRACT No. 21 — DIV. The United Gas Improvement Co.  The Barrett Co.  Awarded to The United Gas Improvement Co.  BITUMINOUS MATERIAL — CONTRACT No. 22 — DIV.	\$5,583 10 6,076 00 7,945 00 vision No. 7 \$6,855 58 7,137 70
Headley Good Roads Co.  The Atlantic Refining Co.  Newton Paving Co.  Awarded to Headley Good Roads Co.  BITUMINOUS MATERIAL — CONTRACT No. 21 — DIV. The United Gas Improvement Co.  The Barrett Co.  Awarded to The United Gas Improvement Co.  BITUMINOUS MATERIAL — CONTRACT No. 22 — DIV. Headley Good Roads Co.	\$5,583 10 6,076 00 7,945 00 vision No. 7 \$6,855 58 7,137 70 vision No. 8 \$12,518 75
Headley Good Roads Co.  The Atlantic Refining Co.  Newton Paving Co.  Awarded to Headley Good Roads Co.  BITUMINOUS MATERIAL — CONTRACT No. 21 — DIV. The United Gas Improvement Co.  The Barrett Co.  Awarded to The United Gas Improvement Co.  BITUMINOUS MATERIAL — CONTRACT No. 22 — DIV.	\$5,583 10 6,076 00 7,945 00 vision No. 7 \$6,855 58 7,137 70

Awarded to Headley Good Roads Co.

BITUMINOUS MATERIAL — CONTRACT No. 23 — Dr	vision No. 9
Name and address of bidder	Amount
The Atlantic Refining Co	<b>\$3,894</b> 00
The Barber Asphalt Paving Co	3,952 00
John Baker, Jr	4,022 50
<b>=</b>	, 
Awarded to The Atlantic Refining Co.	
BITUMINOUS MATERIAL — CONTRACT No. 24 — DIV	rision No. 9
Headley Good Roads Co	\$7,800 00
The Atlantic Refining Co	8,508 80
Newton Paving Co	10,977 50
	, 
Awarded to the Headley Good Roads Co.	
BITUMINOUS MATERIAL — CONTRACT No. 25 — DIV	vision No. 9
The United Gas Improvement Co	<b>\$42.90</b>
The Barrett Co	<b>50.0</b> 0
<b>=</b>	
Awarded to The United Gas Improvement Co.	
Awarded to The United Gas Improvement Co.	
Awarded to The United Gas Improvement Co.	
Awarded to The United Gas Improvement Co.	
Awarded to The United Gas Improvement Co.  Proposals were received by the State Highway Com	mission, No.
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Proposals were received by the State Highway Com	ion of public
Proposals were received by the State Highway Com 53 Lancaster street, Albany, N. Y., for the construct highways by State Aid, on Thursday, April 20, 1916	ion of public
Proposals were received by the State Highway Com 53 Lancaster street, Albany, N. Y., for the construct highways by State Aid, on Thursday, April 20, 1916 ROAD NO. 1353 — SOLVAY-STATE FAIR-SYRACUSE	ion of public
Proposals were received by the State Highway Com 53 Lancaster street, Albany, N. Y., for the construct highways by State Aid, on Thursday, April 20, 1916	ion of public
Proposals were received by the State Highway Com 53 Lancaster street, Albany, N. Y., for the construct highways by State Aid, on Thursday, April 20, 1916 ROAD NO. 1353 — SOLVAY-STATE FAIR-SYRACUSE	ion of public
Proposals were received by the State Highway Com 53 Lancaster street, Albany, N. Y., for the construct highways by State Aid, on Thursday, April 20, 1916 ROAD NO. 1353 — SOLVAY-STATE FAIR-SYRACUSE COUNTY — 2.40 MILES	ion of public  Onondaga
Proposals were received by the State Highway Com 53 Lancaster street, Albany, N. Y., for the construct highways by State Aid, on Thursday, April 20, 1916  ROAD NO. 1353 — SOLVAY-STATE FAIR-SYRACUSE COUNTY — 2.40 MILES  Morrison & Quinn, Inc., Rochester, N. Y	ion of public is.  ONONDAGA \$40,236 90
Proposals were received by the State Highway Com 53 Lancaster street, Albany, N. Y., for the construct highways by State Aid, on Thursday, April 20, 1916  ROAD NO. 1353 — SOLVAY-STATE FAIR-SYRACUSE COUNTY — 2.40 MILES  Morrison & Quinn, Inc., Rochester, N. Y Heisler & Aldershof, Albany, N. Y	\$40,236 90 40,320 50
Proposals were received by the State Highway Com 53 Lancaster street, Albany, N. Y., for the construct highways by State Aid, on Thursday, April 20, 1916  ROAD NO. 1353 — SOLVAY-STATE FAIR-SYRACUSE COUNTY — 2.40 MILES  Morrison & Quinn, Inc., Rochester, N. Y Heisler & Aldershof, Albany, N. Y Rock & Griffin Co., Watertown, N. Y  Warner-Quinlan Asphalt Co., Syracuse, N. Y	\$40,236 90 40,320 50 41,319 00 41,735 50
Proposals were received by the State Highway Com 53 Lancaster street, Albany, N. Y., for the construct highways by State Aid, on Thursday, April 20, 1916  ROAD NO. 1353 — SOLVAY-STATE FAIR-SYRACUSE COUNTY — 2.40 MILES  Morrison & Quinn, Inc., Rochester, N. Y.  Heisler & Aldershof, Albany, N. Y.  Rock & Griffin Co., Watertown, N. Y.  Warner-Quinlan Asphalt Co., Syracuse, N. Y.  John Doyle, Albany, N. Y.	\$40,236 90 40,320 50 41,735 50 42,375 00
Proposals were received by the State Highway Com 53 Lancaster street, Albany, N. Y., for the construct highways by State Aid, on Thursday, April 20, 1916 ROAD NO. 1353 — SOLVAY-STATE FAIR-SYRACUSE COUNTY — 2.40 MILES Morrison & Quinn, Inc., Rochester, N. Y Heisler & Aldershof, Albany, N. Y Rock & Griffin Co., Watertown, N. Y Warner-Quinlan Asphalt Co., Syracuse, N. Y John Doyle, Albany, N. Y M. J. Gleason Co., Syracuse, N. Y	\$40,236 90 40,320 50 41,319 00 41,735 50 42,375 00 42,028 50
Proposals were received by the State Highway Com 53 Lancaster street, Albany, N. Y., for the construct highways by State Aid, on Thursday, April 20, 1916  ROAD NO. 1353 — SOLVAY-STATE FAIR-SYRACUSE COUNTY — 2.40 MILES  Morrison & Quinn, Inc., Rochester, N. Y.  Heisler & Aldershof, Albany, N. Y.  Rock & Griffin Co., Watertown, N. Y.  Warner-Quinlan Asphalt Co., Syracuse, N. Y.  John Doyle, Albany, N. Y.	\$40,236 90 40,320 50 41,735 50 42,375 00

Awarded to Morrison & Quinn, Inc.

# ROAD No. 5587 — Syracuse-Fayetteville, Onondaga County — 5.12 Miles

Name and address of bidder	Amount
M. J. Gleason Co., Syracuse, N. Y	\$86,404 79
Mondo Cons. Co., Inc., Syracuse, N. Y	87,485 75
Monroe Roads Co., Pittsford, N. Y	95,606 95
Guy B. Dickison, Syracuse, N. Y	97,764 99
Sullivan Cons. Co., Syracuse, N. Y	98,037 45
Scott Brothers, Rome, N. Y	101,960 47

Awarded to M. J. Gleason Co.

### Road No. 1345 — Mechanicville-Clifton Park, Saratoga County — 5.74 Miles

Irvine & Barry, Huntington, Province of Quebec,		
Canada	\$59,874	<b>75</b>
Thomas H. Carr, Troy, N. Y	66,429	<b>50</b>
Richard Hopkins, Troy, N. Y	66,464	00
John B. Dower, Ballston Spa., N. Y	67,932	10

Awarded to Irvine & Barry.

### ROAD No. 5599 — KINGSTON-PORT EWEN (RONDOUT BRIDGE), ULSTER COUNTY — 0.49 MILES

Larkin & Sangster, Buffalo, N. Y	\$320,881	<b>50</b>
Ward & Tully, Inc., Brooklyn, N. Y	323,197	<b>50</b>
The Snare & Triest Co., New York City	343,930	00
Frank L. Cohen, Buffalo, N. Y	347,283	10
Walter S. Rae, Pittsburgh, Pa	353,812	90
Walsh Cons. Co., Davenport, Iowa	359,290	<b>50</b>
John C. Rodgers, Jr., New York City	369,996	<b>50</b>

All bids rejected.

Proposals were received by the State Highway Commission at its office, No. 55 Lancaster street, Albany, N. Y., for the repair of public highways by State Aid, on Friday, April 28, 1916.

REPAIR CONTRACT No. 901 - ROAD No. 367 - ALBANY COUNTY	ŗ
2.83 Miles	

2.00 MILES	
Name and address of bidder	Amount
John Doyle, Albany, N. Y	\$12,382 50
C. S. Mathusa, Albany, N. Y	12,501 25
Rumpf & Stevens, Lake Placid, N. Y	13,144 75
Jos. Walker Const. Co., Albany, N. Y	13,216 75
= -	
Awarded to John Doyle.	
Repair Contract No. 902 — Road No. 178 — Al.  • — 7.38 Miles	BANY COUNTY
S. B. Van Wagenen, Inc., Roundout, N. Y	<b>\$24,</b> 921 75
C. S. Mathusa, Albany, N. Y	26,525 75
John Doyle, Albany, N. Y	27,818 50
Jos. Walker Const. Co., Albany, N. Y	28,078 25
DeGraff & Hogeboom, Inc., Kingston, N. Y	29,240 00
Rumpf & Stevens, Lake Placid, N. Y	29,432 25
Awarded to S. B. Van Wagenen, Inc.  REPAIR CONTRACT No. 872 — ROAD Nos. 355, 3 5048, 5162, 5207 AND 5208 — CHEMUNG CONTRACT NO. 872	•
31.89 Miles	
The Atlantic Refining Co., Philadelphia Pa	\$12,986 41
McGreevy, McGuigan & Baum Const. Co., Elmira,	
N. Y	12,991 11
Frank K. Liberatore, Elmira, N. Y	13,991 05
Richard Hopkins, Troy, N. Y	14,050 80
J. II. Weidman, Syracuse, N. Y	14,228 89
Dana W. Robbins, Inc., New York, N. Y	14,491 38
Kennedy Const. Co., Albany N. Y	15,358 95
<del>-</del>	

Awarded to The Atlantic Refining Co.

REPAIR CONTRACT No. 863 — ROAD Nos. 56, 137, 138, 260, 822, 5102 and 5311 — Clinton County — 31.55 Miles		
Name and address of bidder	Amount	
The Defiance Corp., Ticonderoga, N. Y	\$12,242 46	
Spellman-Oliver Co., Chateaugay, N. Y	12,304 72	
Kellogg Boynton, Keeseville, N. Y	12,840 31	
Awarded to The Defiance Corporation.		
REPAIR CONTRACT No. 880 - ROAD Nos. 341, 76	2, 5103 AND	
5104 — Солгмвіа Согиту — 16.43 Міл	ES	
Conway Bros. & Kennedy, Eddyville, N. Y	\$6,278 86	
Gleason & Davitt, Albany, N. Y	6,463 23	
John T. O'Neil, Troy, N. Y	7,026 36	
Jos. Walker Const. Co., Albany, N. Y	6,422 92	
Awarded to Conway Bros. & Kennedy.		
REPAIR CONTRACT No. 931 — ROAD No. 223 - COUNTY — 1.80 MILES	— Dutchess	
Thomas J. Martin, Beacon, N. Y	<b>\$8,530</b> 50	
All bids rejected.		
REPAIR CONTRACT No. 921 — ROAD No. 5189 - COUNTY — 8.43 MILES	— Памитоя	
The Defiance Corporation, Ticonderoga, N. Y	<b>\$3,324</b> 20	
Awarded to The Defiance Corporation.		
REPAIR CONTRACT No. 929 — ROAD No. 510 COUNTY — 1.17 MILES	06 — Nassau	
Ulrich & Persicano, Brooklyn, N. Y	<b>\$11,890 20</b>	
Edward F. Monahan, Manhattan Beach, N. Y	12,740 80	
Gifford Cons. Co., Jamaica, N. Y	13,178 50	
Henry J. Mullen Contg. Co., Inc., Jamaica N. Y	14,879 80	
Thos. F. Tuohy & Co., Inc., Flushing, L. I	14,986 80	

REPAIR CONTRACT No. 876, ROAD Nos. 251, 507,	643, 666, 713,
9,001, 9,002-NIAGARA COUNTY - 28.57	Miles
Name and address of bidder	Amount
Sweeney & Boland, Rochester, N. Y	<b>\$</b> 7,827 29
F. H. Wells, Savannah, N. Y	8,081 63
Hammond-Tracy Cons. Co., Inc., Middleport,	•
N. Y	8,095 78
F. H. Rhodey, Albion, N. Y	8,601 16
Cold Springs Cons. Co., Buffalo, N. Y	10,304 17
Awarded to Sweeney & Boland.	
REPAIR CONTRACT No. 911, ROAD No. 200 ]	Rensselear
County — 2.75 Miles	
M. Fitzgerald, Hoosick Falls, N. Y	<b>\$15,078</b> 50
Flood & Van Wirt Co., Hudson Falls, N. Y	16,112 40
The County Cons. Co., Troy, N. Y	16,314 50
=	
Awarded to M. Fitzgerald for \$14,761.00 - Redu	iced to amount
of engineer's estimate.	
7 7	_
REPAIR CONTRACT NO. 909 — ROAD NO. 195 — I	KENSSELEAR
County — 3.76 Miles	
Gifford Construction Co., Jamaica, N. Y	\$27,141 00
Flood & Van Wirt Co., Hudson Falls, N. Y	27,399 40
The County Cons. Co., Troy, N. Y	27,981 00
Thomas H. Carr, Troy, N. Y	28,743 50
Gleason & Davitt, Albany, N. Y	30,755 10
Edward Walsh, Troy, N. Y	30,921 50
The Belmar Contg. Co., Inc., Troy, N. Y	<b>31,960</b> 10
Richard Hopkins, Troy, N. Y	32,816 40
· · · · · · · · · · · · · · · · · · ·	
Awarded to Gifford Construction Co.	
D	490 Revs.
REPAIR CONTRACT No. 864 — ROAD Nos. 285, SELAER COUNTY — 7.40 MILES	400 TEV9.
	010 170 DB
Olin T. Benedict, Pittsfield, Mass	\$19,159 96
(Unsigned), 64 Hudson Ave., Albany, N. Y	19,626 33

. DIAIL COMMISSIONE OF HIGHWAIS	-	141
Name and address of bidder	Amount	
The County Cons. Co., Troy, N. Y	\$19,705	81
Gleason & Davitt, Albany, N. Y	19,799	96
Flood & Van Wirt Co., Hudson Falls, N. Y	20,145	81
DeGraff & Hogeboom, Inc., Kingston, N. Y	22,334	95
Thos. H. Carr, Troy, N. Y	25,924	15
Awarded to Olin T. Benedict.		
REPAIR CONTRACT No. 865 — ROAD Nos. 1025, 63 — RENSSELEAR COUNTY — 11.84 MILE	•	310
Clarence E. Walker, Troy, N. Y	\$6,009	70
Paul Schultze, Albany, N. Y	6,034	00
The County Cons. Co., Troy, N. Y	6,184	
Gleason & Davitt, Albany, N. Y	6,314	
Thos. H. Carr, Troy, N. Y	6,699	
John T. O'Neil, Troy, N. Y	6,583	
Awarded to Clarence E. Walker.		
Repair Contract No. 861 —Road No. 441 — County — 2.27 Miles	Saratoga	
J. A. LaPorte, Mechanicville, N. Y	\$6,098	<b>50</b>
Wm. G. Fox, Saratoga Springs, N. Y	6,301	00
John B. Dower, Ballston Spa., N. Y	6,360	00
Flood & Van Wirt, Hudson Falls, N. Y	6,596	00
Rumph & Stevens, Lake Placid, N. Y	6,968	00
Richard Hopkins, Troy, N. Y	6,973	00
Awarded to J. A. LaPorte.		=
REPAIR CONTRACT No. 867 — ROAD No. 640, 788, SCHENECTADY COUNTY — 11.79 MILES		
Paul Schultze, Albany, N. Y	\$4,112	75
Jos. Walker Cons. Co., Albany, N. Y	4,267	
Gleason & Davitt, Albany, N. Y	4,536	
=		=

Awarded to Paul Schultze.

REPAIR CONTRACT No. 920 - ROAD Nos. 483, 61	6, 682, 68	83,
1002, 1003, 1003-A, 1004, 1188, 5214, 5294		
5474-A, 5567, Tompkins County - 47.78 A		
Name and address of bidder	Amount	
The Atlantic Refining Co., Philadelphia, Pa	\$17,983	76
McGreevy, McGuigan & Baum Cons. Co., Elmira,	•	
N. Y	18,242	36
John R. Burchill, Syracuse, N. Y	18,698	68
Richard Hopkins, Troy, N. Y	19,329	46
J. H. Weidman, Syracuse, N. Y	19,387	28
Hendrickson-McCabe Cons. Co., Spencerport, N. Y.	19,553	85
Kennedy Cons. Co., Albany, N. Y	21,576	00
Awarded to The Atlantic Refining Company.		
REPAIR CONTRACT No. 899 — ROAD No. 5185 - COUNTY — 6.57 MILES	- WARREN	ī
John Anderson, Jr., Newcomb, N. Y	\$8,429	00
Gleason & Davitt, Albany, N. Y	8,509	
Awarded to John Anderson, Jr.		
REPAIR CONTRACT No. 903 — ROAD NOS. 20 AND CHESTER COUNTY — 4.31 MILES No bids received.	25 — We	ST-
200 Mills Accircus		
REPAIR CONTRACT No. 888 — ROAD Nos. 150, 153 Westchester County — 19.78 Miles	•	2—
Paul Schultze, Albany, N. Y	<b>\$</b> 7,759	65
Awarded to Paul Schultze.		
Broken Stone Contract No. 72 — Hamilton Co Miles	UNTY — 7	. 7.5
Edgar Call, Lake Pleasant, N. Y	\$5,461	25
Asa Aird, Lake Pleasant, N. Y	5,740	

Awarded to Edgar Call for \$5,212.00 - Bid reduced to amount

of engineer's estimate.

Proposals were received by the State Highway Commission at its office, No. 55 Lancaster street, Albany, N. Y., for the repair of public highways by State Aid on Tuesday, May 2d, 1916.

public nighways by State Ald on Tuesday, May 2d,	1910.	
Repair Contract No. 862 — Road Nos. 193, 50 5499 — Albany County — 19.93 Mile		184,
Name and address of bidder	Amount	
John T. O'Neil, Troy, N. Y	<b>\$</b> 7,050	70
Langan Cons. Cor., Albany, N. Y	$7,\!530$	60
H. A. Murphy, Albany N. Y	7,659	25
Jos. Walker Cons. Co., Albany, N. Y	8,804	25
Awarded to John T. O'Neil.		===
REPAIR CONTRACT No. 910 — ROAD No. 177 — ALE — 4.16 MILES	BANY COU	NTY
Jes. Walker Cons. Co., Albany, N. Y	\$11,781	48
Gleason & Davitt, Albany, N. Y	12,020	29
S. B. Van Wagenen, Inc., Roundout, N. Y	12,790	52
All bids rejected.		
REPAIR CONTRACT No. 914 — ROAD Nos. 685, 686, 752, 1016, 5101, 370, 509, 746, 826, 973, 5082, CAYUGA AND OSWEGO COUNTIES — 46.04 M	5171 —	7-A,
W. F. Hill & Co., Fulton, N. Y	\$17,991	70
J. H. Weidman, Syracuse, N. Y	18,124	
Edwin Styring, Syracuse, N. Y	18,341	
Richard Hopkins, Troy, N. Y	18,425	
F. II. Wells, Savannah, N. Y	18,584	
Flood & Van Wirt Co., Hudson Falls, N. Y	21,783	
Awarded to W. F. Hill & Co.	<del></del>	
REPAIR CONTRACT No. 895 — ROAD Nos. 827, 1230	— Colum	IBIA

 Jos. Walker Cons. Co., Albany, N. Y.
 \$3,568 96

 Conway Bros. & Kennedy, Eddyville, N. Y.
 3,613 96

 County Cons. Co., Troy, N. Y.
 3,878 13

COUNTY - 10.13 MILES

County Cons. Co., Troy, N. Y. . . . . . . . . . . 3,878 13

# Repair Contract No. 923 — Road No. 589 — Columbia County — 2.80 Miles

COUNTY — 2.00 MILES	
Name and address of bidder	Amount '
Jos. Walker Cons. Co., Albany, N. Y	<b>\$</b> 10,501 00
Thos. J. Martin, Beacon, N. Y	11,025 00
County Cons. Co., Troy, N. Y	11,494 00
Rumpf & Stevens, Lake Placid, N. Y	12,063 00
J. F. Gallagher & Co., Inc., Kingston, N. Y	13,348 00
Awarded to Jos. Walker Construction Co.	
REPAIR CONTRACT No. 928 - ROAD Nos. 40, 995	5, 5424, 380,
378, 215, 208, 1075, 379, 5075, 510, 595, 881,	5436
CORTLAND COUNTY — 41.86 MILES	
McGreevey, McGuigan & Baum Cons. Co., Elmira,	
N. Y	<b>\$12,630</b> 98
F. H. Wells, Savannah, N. Y	12,694 08
Richard Hopkins, Troy, N. Y	13,102 75
J. H. Weidman, Syracuse, N. Y	13,129 48
Edw. Styring, Syracuse, N. Y	13,228 50
Dana W. Robbins, Inc., New York City	13,229 19
Nash & Griffin, Norwich, N. Y	13,960 63
Awarded to McGreevey, McGuigan & Baum Const	ruction Co.
REPAIR CONTRACT No. 877 — ROAD Nos. 86, 272, ERIE COUNTY — 12.59 MILES	645, 1024 —
Cold Springs Cons. Co., Buffalo, N. Y	\$5,042 90
$\Lambda$ ll bids rejected.	<del></del>
REPAIR CONTRACT No. 907 — ROAD Nos. 701, 702,  — FRANKLIN COUNTY — 17.06 MILES	703, 950, 985
Kellogg Boynton, Keeseville, N. Y	<b>\$</b> 5,387 60
Rock & Griffin Co., Watertown, N. Y	5,429 65
Richard Hopkins, Troy, N. Y	5,670 70
W. T. Thayer, Chateaugay, N. Y	5,742 14
Guy H. Miller, Watertown, N. Y	6,689 35
Awarded to Kellogg Boynton.	

REPAIR CONTRACT No. 904 - ROAD No. 625 -	- Jefferson
COUNTY - 2.47 MILES	
Name and address of bidder	Amount
Rock & Griffin Co., Watertown, N. Y	<b>\$</b> 12,736 57
W. T. Thayer, Chateaugay, N. Y	12,883 08
Rumpf & Stevens, Lake Placid, N. Y	12,944 25
Pathfinder Cons. Co., Inc., Fulton, N. Y	12,953 47
Kellogg Boynton, Keeseville, N. Y	13,998 29
James E. Martin, Utica, N. Y	14,863 27
Awarded to Rock & Griffin Co.	
Repair Contract No. 860 — Road Nos. 182, 236 5005, 5427 — Jefferson County — 31.88	
Richard Hopkins, Troy, N. Y	<b>\$10</b> ,595 92
Rock & Griffin Company, Watertown, N. Y	10,636 06
Kellogg-Boynton, Keeseville, N. Y	10,949 87
Edwin Styring, Syracuse, N. Y	10,990 24
Spellman-Oliver Company, Chateaugay, N. Y	11,080 54
Pathfinder Cons. Co., Inc., Fulton, N. Y	11,538 56
Awarded to Richard Hopkins	
Repair Contract No. 854 — Road No. 867 — County — 1.09 Miles	- Livingston
John C. Bradley, Corning, N. Y	<b>\$11,395</b> 00
F. S. Strong, Hornell, N. Y	11,473 25
Kennedy Cons. Co, Albany, N. Y	11,477 00
Awarded to John C. Bradley	
Repair Contract No. 874 — Road Nos. 622, 62 828, 5270, 5271, 5272, 894, 5400 — Livings Wyoming Counties — 46.76 Miles	
Crouch Brothers, Rochester, N. Y	\$13,956 22
Sweeney & Boland, Rochester, N. Y	13,961 87
Ribstein-Holter Co., Inc., Rochester, N. Y	14,227 65
McCarthy & Wall, Mt. Morris, N. Y	14,321 86
• = , , ,	- , · · · ·

Name and address of bidder	Amount	
Whitmore Rauher & Vicinius, Rochester, N. Y	\$14,600	33
McGreevey, McGuigan & Baum Cons. Co., Elmira,	•	
N. Y	14,868	90
Dale Engineering Company, Utica, N. Y	14,986	75
Richard Hopkins, Troy, N. Y	$15,\!152$	80
Kennedy, Cons. Co., Albany, N. Y	15,972	15
Awarded to Crouch Brothers		===
REPAIR CONTRACT No. 875 — ROAD Nos. 62, 83, 2 402, 495, 497, 502 — Monroe County — 43.6		99,
Crouch Brothers, Rochester, N. Y	\$7,814	52
Charles F. Gallagher & Bro., Rochester, N. Y	9,261	
Whitmore-Rauber & Vicinius, Rochester, N. Y	9,468	
Dale Eng. Co., Utica, N. Y.	9,609	
Ribstein-Holter Co., Inc., Rochester, N. Y	9,650	
Sweeney & Boland, Rochester, N. Y	9,764	
Awarded to Crouch Brothers		===
REPAIR CONTRACT No. 885 — ROAD Nos. 140, 40 838, 839, 1107, 5325, 5345, 5406, 5442, 5465		
Otsego and Herkimer Counties — 51.39	Miles	
James E. Martin, Utica, N. Y	\$17,218	12
Dale Engineering Co., Utica, N. Y	17,466	90
Nash & Griffin, Norwich, N. Y	17,861	40
Richard Hopkins, Troy, N. Y	16,612	90
Flood & Van Wirt Co., Hudson Falls, N. Y	19,904	27
Awarded to Richard Hopkins.		
REPAIR CONTRACT No. 869 — ROAD Nos. 77, 201 — COUNTY — 0.92 MILES	- Renssel	AER
Gifford Cons. Co., Jamaica, N. Y	\$4,798	32
Edward Walsh, Troy, N. Y	5,083	
County Cons. Co., Troy, N. Y	5,154	

Name and address of bidder	Amount	
John T. O'Neil, Troy, N. Y	\$5,211	07
Thos. H. Karr, Troy, N. Y	5,225	00
Flood & Van Wirt Co., Hudson Falls, N. Y	5,383	76
Awarded to Gifford Cons. Co		
Repair Contract No. 900 — Road Nos. 11-26 — County — 1.73 Miles	-Renssel.	\ER
Gleason & Davitt, Albany, N. Y	\$10,092	10
Langan Cons. Cor., Albany, N. Y	10,244	10
Edward Walsh, Troy, N. Y	10,385	95
Thos. H. Karr, Troy, N. Y	10,450	10
Flood & Van Wirt Co., Hudson Falls, N. Y	11,265	95
County Cons. Co., Troy, N. Y	11,440	10
Awarded to Gleason & Davitt	D	
REPAIR CONTRACT No. 871 — ROAD No. 194 — COUNTY — 1.47 MILES	- KENSSELA	ER
Thos. H. Karr, Troy, N. Y	\$6,781	63
Gifford Cons. Co., Jamaica, N. Y	7,699	44
Edward Walsh, Troy, N. Y	8,590	63
County Cons. Co., Troy, N. Y	10,295	63
Awarded to Thos. H. Karr.		
REPAIR CONTRACT No. 913 — ROAD No. 197 — COUNTY (WITHDRAWN) — 3.33 MILES	RENSSELA	ER
REPAIR CONTRACT No. 866 — ROAD Nos. 5062, 5 SARATOGA COUNTY — 22.50 MILES	230, 5281	
Richard Hopkins, Troy, N. Y	\$6,777	00
Definance Corporation, Ticonderoga, N. Y	6,966	<b>75</b>
Flood & Xan Wirt Co., Hudson Falls N. Y	7,424	05
County Cons. Co., Troy, N. Y	7,491	<b>5</b> 0
Jos. Walker Cons. Co., Albany, N. Y	7,504	23

	ANNUAL REPORT OF THE	
REPAIR CONT	RACT No. 917 — ROAD No. 5110 — S	SCHENECTADY
	County — 5.31 Miles	
	Name and address of bidder	Amount
Brown & Low	e Co., Schenectady, N. Y	\$27,749 10
Thos. Murray	, LeRoy, N. Y	29,976 00
Jos. Walker C	ons. Co., Albany, N. Y	30,205 60
John B. Dowe	er, Ballston Spa., N. Y	31,090 00
Flood & Van	Wirt Co., Hudson Falls, N. Y	31,399 00
Rumpf & Stev	rens, Lake Placid, N. Y	31,459 00
John P Duga	n & Co., Inc., Amsterdam, N. Y	31,736 00
Richard Hopk	kins, Troy, N. Y	33,262 00
	sal & Water Plant Co., Schenectady,	
		37,305 00
	. =	
Awarded to	Brown & Lowe Co.	
	9 Brown & Lowe Co. RACT No. 855 — ROAD Nos. 999, 1005	, 1128, 1190 <sub>:</sub>
REPAIR CONT		•
REPAIR CONT	ract No. 855 — Road Nos. 999, 1005	•
Repair Cont 1232, 5160	RACT No. 855 — ROAD NOS. 999, 1005 , 5208, 5295, 5335, 5047 — Schuyle	•
REPAIR CONT 1232, 5160 McGreevey, M Elmira, N	RACT No. 855 — ROAD Nos. 999, 1005 5, 5208, 5295, 5335, 5047 — Schuyle 22.94 Miles McGuigan & Baum Construction Co.,	•
REPAIR CONT 1232, 5160 McGreevey, M Elmira, N	васт No. 855 — Road Nos. 999, 1005 , 5208, 5295, 5335, 5047 — Schuyle 22.94 Miles CeGuigan & Baum Construction Co.,	R COUNTY
REPAIR CONT 1232, 5160 McGreevey, M Elmira, N. John W. Gur	RACT No. 855 — ROAD Nos. 999, 1005 5, 5208, 5295, 5335, 5047 — Schuyle 22.94 Miles McGuigan & Baum Construction Co.,	\$8,084 18
REPAIR CONT 1232, 5160 McGreevey, A Elmira, N. John W. Gur James T. Moo	RACT No. 855 — ROAD NOS. 999, 1005  7, 5208, 5295, 5335, 5047 — Schuyle 22.94 Miles  McGuigan & Baum Construction Co.,  Y	\$8,084 18 8,484 08
REPAIR CONT 1232, 5160 McGreevey, A Elmira, N. John W. Gur James T. Moo Hendrickson	RACT No. 855 — ROAD Nos. 999, 1005  7, 5208, 5295, 5335, 5047 — SCHUYLE  22.94 MILES  McGuigan & Baum Construction Co.,  Y	\$8,084 18 8,484 08
REPAIR CONT 1232, 5160 McGreevey, A Elmira, N. John W. Gur James T. Moo Hendrickson N. Y	RACT No. 855 — ROAD Nos. 999, 1005  7, 5208, 5295, 5335, 5047 — SCHUYLE 22.94 MILES  McGuigan & Baum Construction Co., Y	\$8,084 18 8,484 08 8,691 72
REPAIR CONT 1232, 5160  McGreevey, A Elmira, N. John W. Gur James T. Moo Hendrickson N. Y John H. Weid	RACT No. 855 — ROAD NOS. 999, 1005  7, 5208, 5295, 5335, 5047 — SCHUYLE  22.94 MILES  McGuigan & Baum Construction Co.,  Y	\$8,084 18 8,484 08 8,691 72 8,701 54
REPAIR CONT 1232, 5160  McGreevey, A Elmira, N. John W. Gur James T. Moo Hendrickson N. Y John H. Weic Richard Hopl	RACT No. 855 — ROAD NOS. 999, 1005  7, 5208, 5295, 5335, 5047 — SCHUYLE  22.94 MILES  McGuigan & Baum Construction Co.,  Y  nett, Watkins, N. Y  & McCabe Cons. Co., Spencerport,  dman, Syracuse, N. Y	\$8,084 18 8,484 08 8,691 72 8,701 54 8,717 60

Awarded to McGreevey, McGuigan & Baum Const. Co.

Kennedy Cons. Co., Albany, N. Y.....

REPAIR CONTRACT No. 881 — ROAD Nos. 31,118, 141, 307, 308 - Ulster County - 19.05 Miles Jos. Walker Const. Co., Albany, N. Y..... **\$12,676** 98

9,046 22

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Edward Hartney, Modena, N. Y	15,651 30
THOU I OF THE STATE	40.047 75

J. F. Gallagher Co., Inc., Kingston, N. Y......

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REPAIR CONTRACT No. 898 — ROAD Nos. 417, 418, 656, 50	055,
5088, 5158 — WARREN COUNTY — 29.08 MILES  Name and address of bidder Amount	
The Defiance Corporation, Ticonderoga, N. Y \$5,972	
Gleason & Davitt, Albany, N. Y 5,998	
Jos. Walker Const. Co., Albany, N. Y 6,027	
Kellogg-Boynton, Keeseville, N. Y 6,078	
Flood & Wirt Company, Hudson Falls, N. Y 6,606	
Awarded to The Defiance Corporation	44
REPAIR CONTRACT No. 887 — ROAD Nos. 51, 865 — W CHESTER COUNTY — 7.60 MILES (No BIDS RECEIVED)	EST-
REPAIR CONTRACT No. 879 — ROAD No. 657, WESTCHES COUNTY — 6.01 MILES (No BIDS RECEIVED)	STER
REPAIR CONTRACT No. 919 — ROAD Nos. 1015, 5359 — W CHESTER COUNTY — 9.68 miles (No Bids Received)	EST-
REPAIR CONTRACT No. 857 — ROAD Nos. 1205, 1210, 5323, 5 YATES COUNTY — 24.00 MILES	324
McGreevey, McGuigan & Baum Construction Co.,	
Elmira, N. Y \$.8,710	3 22
Richard Hopkins, Troy, N. Y 9,418	30
Kennedy Const. Co., Albany, N. Y 9,880	60
Awarded to McGreevey, McGuigan & Baum Const. Co.	
Proposals were received by the State Highway Commission its office, No. 55 Lancaster street, Albany, N. Y., on Friday, 5, 1916, for the repair of public highways by State Aid.	
REPAIR CONTRACT No. 856 - ROAD Nos. 5502, 548 ALLEGANY COUNTY - 15.42 MILES	1 —
Kennedy Const. Co., Albany, N. Y	1 05
N. Y	1 72

Awarded to Kennedy Const. Co.

1.70		
REPAIR	CONTRACT No. 890 — ROAD Nos. 6 CATTARAUGUS COUNTY — 8.37 MILES	
	Name and address of bidder	Amount
Shipman	& Lincoln, Gowanda, N. Y	<b>\$</b> 2,575 47
Award estimate	led to Shipman & Lincoln, contract reduced	to engineer's
REPAIR	CONTRACT No. 891 — ROAD Nos. 599, 663 COUNTY — 10.90 MILES	, CHENANGO
H. A. M	urphy, Albany, N. Y	<b>\$</b> 4,130 75
	rd & King, Sherburne, N. Y	4,136 50
	Gordon, Albany, N. Y	4,220 75
	Griffin, Norwich, N. Y	4,241 20
	7. Roberts Co., Utica, N. Y	4,672 25
v		
Award	led to H. A. Murphy	
REPAIR (	CONTRACT NO. 893 — ROAD NO. 5455 — DE Otsego Counties — 12.86 Miles	LAWARE AND
Н. Л. М	urphy, Albany, N. Y	\$5,671 75
	Griffin, Norwich, N. Y	5,756 75
	Griffin, Norwich, N. Y	5,781 06
	7. Roberts & Co., Utica, N. Y	5,803 05
Sherman	Const. Co., Inc., Oneonta, N. Y	5,833 32
	& Hogeboom, Inc., Kingston, N. Y	5,976 10
Richard	Hopkins, Troy, N. Y	6,124 80
Jos. Wal	ker Const. Co., Albany, N. Y	6,162 67
Award	ed to H. A. Murphy	
	CONTRACT No. 905 — ROAD Nos. 232, 859, 81, 5239, 5311 — ESSEX COUNTY — 25.85	
	Const. Corporation, Albany, N. Y	\$9,059 80
-	ance Corporation, Ticonderoga, N. Y	8,317 53
	Boynton, Keeseville, N. Y	8,452 75

Awarded to The Defiance Corporation

REPAIR CONTRACT No. 883 — ROAD Nos. 33, 109, 1 361, 362, 541, 542, 544 1127 — FULTON COU 33.66 MILES	
Name and address of bidder	Amount
John P. Dugan & Co., Inc., Amsterdam, N. Y	<b>\$12,309</b> 64.
Brady-Oltarsh Const. Co., New York City	15,158 30
Clarence Welsh & Co., Gloversville, N. Y	14,754 28
Awarded to John P. Dugan & Co., Inc	
REPAIR CONTRACT No. 922 — ROAD Nos. 886, GREENE COUNTY — 15.50 MILES	997, 5491 —
H. A. Murphy, Albany, N. Y	\$6,455 70
DeGraff & Hogeboom, Inc., Kingston, N. Y	6,858 81
All bids rejected	
REPAIR CONTRACT No. 932 — ROAD Nos. 53  JEFFERSON & LEWIS COUNTIES — 9.32 M	•
The Pathfinder Const. Co., Inc., Fulton, N. Y	\$4,896 20
Richard Hopkins, Troy, N. Y	4,992 00
Spellman-Oliver Co., Chateaugay, N. Y	5,181 15
=	
Awarded to The Pathfinder Const. Co., Inc.	
REPAIR CONTRACT No. 859 — ROAD Nos. 847, S LEWIS COUNTY — 17.23 MILES	937, 1020 —
The Pathfinder Const. Co., Inc., Fulton, N. Y	\$5,482 90
Spellman-Oliver Co., Chateaugay, N. Y	5,697 90
Richard Hopkins, Troy, N. Y	5,795 05
=	
Awarded to The Pathfinder Const. Co., Inc.	
REPAIR CONTRACT No. 884 — ROAD Nos. 506, 955 1217, 5329, 5330, 5380, 5492 — Madison Con 33.89 Miles	
Alfred H. Flinn, Albany, N. Y	\$10,859 70
John H. Weidman, Syracuse, N. Y	11,044 20
Dale Eng. Co., Utica, N. Y	11,097 40
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	Name and address of bidder	Amount	
A. DeBarber	r, Fulton, N. Y	\$11,217	95
Nash & Gri	ffin, Norwich, N. Y	11,438	15
Harry W. I	Roberts & Co., Utica, N. Y	12,069	30
Paddelford	& King, Sherburne, N. Y	10,603	<b>4</b> 0
	-		==
Awarded	to Paddelford & King		
REPAIR CO	ONTRACT No. 853 — ROAD No. 167 COUNTY — 1.76 MILES	7 — Mone	ЮE
Henry G. W	White, Rochester, N. Y	\$10,987	50
•	& McCabe Const. Co., Spencerport,	·	
N. Y		11,383	50
Dodge Const	t. Co., Inc., Rochester, N. Y	11,662	40
Frank T. M	urray, Rochester, N. Y	12,545	<b>50</b>
Ribstein-Hol	lter Co., Inc., Rochester, N. Y	12,817	<b>50</b>
Awarded	to Henry G. White		
	TRACT No. 873 — ROAD NOS. 15, 170, 1 , 294, 400, 401, 574A, 1187 AND 552 MONROE COUNTY — 30.65 MILES		54,
Ribstein-Ho	olter Co., Inc., Rochester, N. Y	\$7,855	35
	eering Co., Utica, N. Y	8,122	
	Boland, Rochester, N. Y	8,126	
Awarded	to Ribstein-Holter Co., Inc.		
1042,	TRACT No. 916 — ROAD NOS. 487, 5080 897, 1041, 74, 557, 1070, 554, 556, 555, 132, 5365, 5016 — Onondaga County - 67.71 Miles	76, 553,	68,
Edwin Styr	ing, Syracuse, N. Y	\$30,582	69
	pkins, Troy, N. Y	31,675	
	ons. Co., Albany, N. Y	32,274	
•	, Savannah, N. Y	29,001	15
	==		<del></del>

Awarded to F. H. Wells.

REPAIR CONTRACT No. 878 — Road Nos. 190, 204, 2	05, 385, 487,
639, 1196 - Ontario County - 26.44 M	ILES
Name and address of bidder	Amount
Kennedy Const. Co., Contractor reduced to Engs. Estimate, Albany, N. Y	<b>\$</b> 6,829 30
Awarded to Kennedy Const. Co.	
REPAIR CONTRACT No. 927 — ROAD No. 42 — ORS — 3.00 MILES	ANGE COUNTY
Schunnemunk Const. Co., Highland Mills, N. Y	\$18,513 00
DeGraff & Hogeboom, Inc., Kingston, N. Y	18,864 00
Jackson Brothers, Cuddebackville, N. Y	19,173 50
Samuel Beskin, Beacon, N. Y	19,754 50
Abner M. Harper, Inc., Newburgh, N. Y	21,175 50
Awarded to Schunnemunk Const. Co.	1
REPAIR CONTRACT No. 889 - ROAD Nos. 42, 64, 1	15, 153, 154,
156, 157, 414 AND 416 — ORANGE COUNT	
31.76 MILES	
Edward Hartney, Modena, N. Y	<b>\$</b> 3,637 02
Schunnemunk Const. Co., Highland Mills, N. Y	3,703 15
Gleason & Davitt, Albany, N. Y	3,704 88
Griffin & Griffin, Norwich, N. Y	3,812 41
Thos. J. Martin, Beacon, N. Y	3,812 41
Jos. Walker Const., Co., Albany, N. Y	3,822 13
John A. Jova, Inc., Newburgh, N. Y	4,650 80
Awarded to Edward Hartney.	
REPAIR CONTRACT No. 896 — ROAD No. 416 — OR. — 5.91 MILES	ANGE COUNTY
Griffin & Griffin, Norwich, N. Y	. \$2,099 52
Edward Hartney, Modena, N. Y	2,118 79

Awarded to Griffin & Griffin.

REPAIR CONTRACT No. 892 — ROAD Nos. 676, 783  5240A AND 5247A — OTSEGO COUNTY — 23.64  Name and address of bidder	
H. A. Murphy, Albany, N. Y	\$11,795 90
Sherman Contg. Co., Inc., Oneonta, N. Y	12,215 75
Nash & Griffin, Norwich, N. Y	12,787 45
Harry W. Roberts & Co., Utica, N. Y	14,543 75
Awarded to H. A. Murphy.	
REPAIR CONTRACT No. 894 — ROAD Nos. 221, 833 Otsego County — 7.76 Miles	AND 987
H. A. Murphy, Albany, N. Y	<b>\$4,193</b> 00
Nash & Griffin, Norwich, N. Y	4,425 20
Harry W. Roberts & Co., Utica, N. Y	5,179 50
Awarded to II. A. Murphy.	
REPAIR CONTRACT No. 930 — ROAD No. 9005 — COUNTY — 7.30 MILES	– Rockland
J. F. Gallagher & Co., Inc., Kingston, N. Y	\$25,716 55
John J. Guinan, Brooklyn, N. Y	28,490 00
Brady-Oltarsh Const. Co., New York City	28,822 05
Awarded to J. F. Gallagher & Co., Inc.	
REPAIR CONTRACT No. 897 — ROAD Nos. 734, 967, AND 5308 — St. LAWRENCE COUNTY — 30.95	1032, 5285 Miles
Herbert W. Fearl, Potsdam, N. Y	\$8,573 35
Kellogg Boynton, Keeseville, N. Y	8,860 20
The Pathfinder Const. Co., Fulton, N. Y	8,912 50
Richard Hopkins, Troy, N. Y	9,260 65
Spellman-Oliver Const. Co., Chatcaugay, N. Y	9,260 65
the state of the s	

Awarded to Herbert W. Fearl.

REPAIR CONTRACT No. 906 — ROAD Nos. 878, 966, 970, 1125
AND 5288 — St. LAWRENCE COUNTY — 20.49 MILES
Name and address of bidder Amount
Spellman-Oliver Co., Chateaugay, N. Y \$6,645 53
Kellogg Boynton, Keeseville, N. Y 6,827 47
Arthur F. McConville, Ogdensburg, N. Y 6,932 47
P. J. Kennedy, Utica, N. Y
The Pathfinder Const. Co., Inc., Fulton, N. Y 7,254 61
Awarded to Spellman-Oliver Co.
REPAIR CONTRACT No. 918 - ROAD No. 733 - ST LAWRENCE
COUNTY — 2.52 MILES
Arthur F. McConville, Ogdensburg, N. Y \$12,836 35
John B. Dower, Ballston Spa., N. Y
Rumpf & Stevens, Lake Placid, N. Y 14,131 20
Awarded to Arthur F. McConville.
REPAIR CONTRACT No. 908 — ROAD Nos. 875, 876 1126, 1168,
5032, 5116, 5283 AND 5287 - St. LAWRENCE COUNTY -
53.61 MILES
Kellogg Boynton, Keeseville, N. Y \$15,759 85
Herbert W. Fearl, Potsdam, N. Y
Spellman-Oliver Co., Chateaugay, N. Y 15,966 00
The Pathfinder Const. Co., Inc., Fulton, N. Y 16,586 00
Richard Hopkins, Troy, N. Y
P. J. Kennedy, Utica, N. Y
Awarded to Kellogg Boynton
REPAIR CONTRACT No. 915 - ROAD Nos. 321, 323, 5087, 860,
919, 992, 993, 5017, 5089, 5127, AND 5290 — SENECA AND
WAYNE COUNTIES - 42.53 MILES
F. H. Wells, Savannah, N. Y
Edwin Styring, Syracuse, N. Y 17,101 70
Kennedy Const. Co., Albany, N. Y 17,743 80

REPAIR CONTRACT No. 886 — ROAD Nos. 742, 754, 906, 907, 1200, 1292, 5211, 5253-C, 5253-D, 5348-B, 5351, AND 5352-B — STEUBEN COUNTY—Name and address of bidder  Kennedy Const., Co., Albany, N. Y	5254, 5255, - 63.12 MILES Amount \$26,518 22
Awarded to Kennedy Const. Co.	
REPAIR CONTRACT No. 924 — ROAD No. 74 COUNTY — 1.75 MILES	3 — Suffolk
Gifford Const. Co., Jamaica, N. Y	\$18,048 40
Edward F. Monahan, Manhattan Beach, N. Y	18,157 80
Heling Brothers, Lindenhurst, N. Y	20,816 40
Franklin Const. Co., New York City	22,145 90
Murray & Gardner Co., Inc., Center Moriches,	,
N. Y	23,246 60
Awarded to Gifford Const. Co.	
REPAIR CONTRACT No. 926 — ROAD No. 1018, SUF — 4.50 MILES	FOLK COUNTY
Edward F. Monahan, Manhattan Beach, N. Y	<b>\$13,452</b> 30
All bids rejected.	
REAIR CONTRACT No. 925 — ROAD No. 5112, SUF — 2.14 MILES	FOLK COUNTY
Murray & Gardner, Inc., Center Moriches, N. Y	<b>\$15,032 60</b>
All bids rejected	
REPAIR CONTRACT No. 882 — ROAD Nos. 699, 700, AND 5322 — SULLIVAN COUNTY — 23.20	
Armstrong & Trowbridge, Middletown, N. Y	\$6,907 60
G. C. Bennett, Liberty, N. Y	7,515 25
DeGraff & Hogeboom, Inc., Kingston, N. Y	7,897 00
Jackson Brothers, Cuddebackville, N. Y	7,934 50
Nash & Griffin, Norwich, N. Y	8,196 50
Awarded to Armstrong & Trowbridge	

REPAIR CONTRACT No. 858 — ROAD Nos. 845, 927 5289, 5333, AND 5429 — TIOGA COUNTY — 25.2	•	57,
Name and address of bidder	Amount	
Dana W. Robbins, Inc., New York City	\$8,718	25
McGreevey, McGuigan & Baum Const. Co., Elmira,	·	
N. Y	8,946	<b>36</b>
Kennedy Const. Co., Albany, N. Y	9,345	30
Awarded to Dana W. Robbins, Inc.		
REPAIR CONTRACT No. 912 - ROAD No. 723 -	Washingt	'ON
COUNTY — 4.77 MILES		
Rumpf & Stevens, Lake Placid, N. Y	\$25,973	10
Wm. G. Fox, Saratoga Springs, N. Y	27,858	10
John B. Dower, Ballston Spa, N. Y	28,978	10
Awarded to Rumpf & Stevens.		
REPAIR CONTRACT No. 868 - ROAD Nos. 103, 725	2, 803, 12	24,
5293, 5316, AND 5336 —WASHINGTON COUNTY —		
William G. Fox, Saratoga Springs, N. Y	\$9,675	35
Richard Hopkins, Troy, N. Y	9,790	10
Flood & Van Wirt Co., Hudson Falls, N. Y	9,922	05
Langan Const. Corp., Albany, N. Y	9,932	<b>75</b>

Awarded to William G. Fox.

Proposals were received by the State Highway Commission at its office, No. 55 Lancaster street, Albany, N. Y., on Monday, the 5th day of June, 1916, for the improvement of public highways by State Aid.

ROAD No. 1163 - PUTMAN COUNTY LINE-STONEHOUSE, DUTCHESS COUNTY - 6.18 MILES William J. Kidd, New York City..... \$74,775 71 DeGraaf & Hogeboom, Inc. Kingston, N. Y..... 87,499 80 Samuel Beskin, Beacon, N. Y..... 89,672 36 Cairnie-St. George Co., Inc., Albany, N. Y..... 89,741 40 Ward & Tully, Inc., Brooklyn, N. Y.... 90,397 88 Abner M. Harper, Inc., Newburgh, N. Y...... 96,596 80 Mascetti & Holley, Torrington, Conn..... 108,861 60 E. Abraham, Hackensack, N. J..... 141,472 20

Awarded to William J. Kidd, completion contract.

ROAD	No. 1312 — Barrytown-Red Hook- Dutchess County — 6.81 Miles	Rock C	ITY,
	Name and address of bidder	Amount	
Wm. J.	Kidd, New York City	\$57,655	00
Samuel	Beskin, Beacon, N. Y	76,999	68
John A.	Jova, Inc., Newburgh, N. Y	80,239	22
Mascetti	i & Holley, Torrington, Conn	86,791	92
Award	eded to William J. Kidd completion contract	•	<del></del>
Road N	No. 525-B — LAWTON-GOWANDA, ERIE CO MILE	OUNTY (	).28
William	R. Kimmey, Albany, N. Y	\$4,254	10
	n & Lincoln, Gowanda, N. Y	4,613	80
_	J. Mumm Const. Co., Inc., Buffalo, N. Y.	4,415	60
Frank L	. Cohen, Buffalo, N. Y	4,894	00
Award	eded to William R. Kimmey.		
ROAD A	No. 5600 — Farnham-Irving, Erie Co Miles	оскту — 2	.11
Frank L	Cohen, Buffalo, N. Y	\$28,889	<b>50</b>
F. J. Ma	umm Contracting Co., Inc., Buffalo, N. Y.	32,877	00
Walter I	F. Shaw, Jamestown, N. Y	35,227	00
Award	eled to Frank L. Cohen.		
ROAD	No. 1348 — New Baltimore Statio Greene County — 3.98 Miles	n-Coeyma	XS,
E. S. Sic	ekles, New Baltimore, N. Y	\$41,765	80
Award	ded to E. S. Sickles.		
ROAD N	Fo. 1364 — LEXINGTON-PRATTSVILLE, PAR COUNTY — 6.02 MILES	т 1, Gree	NE
DeGraaf	& Hogeboom, Inc., Kingston, N. Y	\$66,954	50
George I	II. McEvoy, Creek Locks, N. Y	71,246	50
George I	O. Rappleyea, Prattsville, N. Y	73,263	06
Award	eled to DeGraaf & Hogeboom, Inc.		

ROAD NO. 1367 — BALLANTINE BRIDGE-GENESEE	VALLEY PARK,
Monroe County - 1.72 Miles	

Name and address of bidder	Amount
Thomas Hucknall, Albion, N. Y	\$20,573 00
Greece Const. Co., Rochester, N. Y	21,657 00
Frank T. Murray, Rochester, N. Y	21,948 50
Roco Company, Inc., Rochester, N. Y	21,975 50
Whitmore-Rauber & Vicinius, Inc., Rochester,	
N. Y , ,	22,130 50
Schroeder-Hicks Contracting Co., Rochester, N. Y.	23,021 00

Awarded to Thomas\_Hucknall.

ROAD NO. 1357 -- ROME-AVA, PART 2,-- ONEIDA COUNTY -- 4.87 MILES

J. G. Hayes & Co., Inc., Rome, N. Y	\$47,378 50
F. H. Rhodey, Albion, N. Y	48,426 25
Richard Hopkins, Troy, N. Y	48,695 50

Awarded to J. G. Hayes & Co., Inc.

ROAD NO. 1358 — ROME-AVA, PART 3, ONEIDA COUNTY — 8.26
MILES

J. G. Hayes & Co., Inc., Rome, N. Y	\$69,772	25
Thomas Grady, Rochester, N. Y	70,426	25
F. II. Rhodey, Albion, N. Y	72,154	<b>75</b>

Awarded to J. G. Hayes & Co., Inc.

ROAD NO. 1347 — GILBOA-CONESVILLE, SCHOHARIE COUNTY — 4.43 MILES

DeGraaf & Hogeboom, Inc., Kingston, N. Y	\$47,948	00
George S. McEvoy, Creek Locks, N. Y	$50,\!543$	<b>50</b>

Awarded to DeGraaf & Hogeboom, Inc.

Road No. 1233 — Alpone-Cayuta, Part 1, Schuyler County — 0.99 Mile		
Name and address of bidder	Amount	
Steuben Const. Co., Hornell, N. Y	<b>\$8,747</b> 25	
F. L. Breese, Elmira, N. Y	9,234 50	
port, N. Y	9,929 60	
Nash & Griffin, Norwich, N. Y	10,311 20	
Dana W. Robbins Co., Inc., New York City	10,644 50	
=		
Awarded to to Steuben Const. Co.		
ROAD No. 1101 — RISINGVILLE-CAMPBELL, PART COUNTY — 5.21 MILES	1, STEUBEN	
Atlanta Const. Co., Atlanta, N. Y	\$42,861 00	
J. G. Hayes & Co., Inc., Rome, N. Y	44,774 00	
J. C. Bradley & Co., Corning, N. Y	44,938 50	
The Hendrickson-McCabe Const., Co., Spencer-	·	
port, N. Y	45,875 00	
Steuben Const. Co., Hornell, N. Y	46,102 70	
The Lane Const. Co., Meridan, Conn	47,632 50	
=		
Awarded to Atlanta Const. Co.		
ROAD No. 1103 — HARTSVILLE-CANISTEO, STEUBER 5.58 MILES	COUNTY -	
Atlanta Const. Co., Atlanta, N. Y	<b>\$</b> 38,939 44	
P. H. Murray, Rochester, N. Y	39,535 00	
Steuben Const. Co., Hornell, N. Y	41,145 00	
J. G. Hayes & Co., Inc., Rome, N. Y	41,395 50	
Greenfield Const. Co., Hornell, N. Y	41,815 00	
W. H. Madden, Rochester, N. Y.	42,352 00	
The Hendrickson-McCabe Const., Co., Spencer-	12,00-	
port, N. Y	42,988 00	

Road No. 5234-A— LIBERTY-COUNTY LINE, PART : COUNTY — 8.51 MILES	2, Sulliv	AN
Name and address of bidder	Amount	
Abner M. Harper, Inc., Newburgh, N. Y	\$55,747	25
John J. Guinan Contg. Co., Brooklyn, N. Y	68,289	50
Awarded to Abner M. Harper, Inc.		
ROAD No. 5601 — SAUGERTIES VILLAGE, ULSTER 1.85 MILES	County	
Wagner & Braun, Brooklyn, N. Y  Joseph Heisler & Frank Guillott. Schenectady,	<b>\$50,488</b>	50
N. Y	56,123	50
Jos. L. Cuozzo, Yonkers, N. Y	56,671	60
Abner M. Harper, Inc., Newburgh, N. Y	58,006	00
Fallkill Const. Co., Inc., Poughkeepsie, N. Y	60,067	<b>50</b>
Awarded to Wagner & Braun.  ROAD No. 5599-A—KINGSTON-PORT EWEN (BEMENTS), ULSTER COUNTY	RIDGE AB	<b>UT-</b>
H. K. Corbin Co., Inc., New York City	\$61,360	00
Abner M. Harper Co., Inc., Newburgh, N. Y	61,850	00
Ward & Tully, Inc., Brooklyn, N. Y	65,532	00
Lupfer & Remick, Buffalo, N. Y	65,874	00
S. B. Muctchler & Co., Newark, N. J	66,300	00
Awarded to H. K. Corbin Co., Inc.		==
ROAD No. 1349 — VARYSBURG-WARSAW, PART S COUNTY — 4.73 MILES	P, WYOM	ING
The F. J. Mumm Contg. Co., Inc., Buffalo, N. Y	\$48,309	10
Cold Spring Const. Co., Buffalo, N. Y	51,166	00
Frank J. Foote, Nunda, N. Y	53,513	<b>50</b>
F. E. Gross & Son, Yonkers, N. Y	57,812	00

Awarded to The F. J. Mumm Contg. Co., Inc.

ROAD No. 1352 — RUSHVILLE-POTTER-MIDDLESEX-OVERACKER
Corner, Yates County - 9.63 Miles
Name and address of bidder Amount
Atlanta Const. Co., Atlanta, N. Y \$89,424 50
Hovey-Benedict, Williamsport, Pa 91,043 00
J. G. Hayes & Co., Inc., Rome, N. Y
Wm. H. Madden, Rochester, N. Y
From T. T. From Novel N.
Frank J. Foote, Nunda, N. Y
Richard Hopkins, Troy, N. Y 102,636 00
Awarded to Atlanta Const. Co.
Proposals were received by the State Highway Commission at its office No. 55 Lancaster street, Albany, N. Y., for the repair of public highways by State Aid, on Monday, June 5, 1916.
REPAIR CONTRACT No. 910 — ROAD No. 177 — ALBANY COUNTY — 3.86 MILES
W. L. Lawton, Glens Falls, N. Y
Awarded to W. L. Lawton.
REPAIR CONTRACT No. 953 — ROAD No. 598 — CHENANGO COUNTY — 2.25 MILES
The Franklin Co., Syracuse, N. Y
Nash & Griffin, Norwich, N. Y
11,110 2 11,
Awarded to The Franklin Co.
REPAIR CONTRACT No. 941 — ROAD No. 982 — DELAWARE COUNTY (No BIDS RECEIVED) — 5.77 MILES
REPAIR CONTRACT No. 931 — ROAD No. 223 — DUTCHESS COUNTY — 1.80 MILES
Thomas J. Martin, Beacon, N. Y
Awarded to Thomas J. Martin.

REPAIR CONTRACT No. 877 — ROAD Nos. 86, 372,  ERIE COUNTY — 12.59 MILES  Name and address of bidder  No bids received.	645, 1034
REPAIR CONTRACT No. 949 — ROAD No. 820 COUNTY — 2.50 MILES	- Franklin
W. T. Thayer & Co., Chateaugay, N. Y	\$12,759 50 12,874 00
Awarded to W. T. Thayer & Co.	
REPAIR CONTRACT No. 946 — ROAD No. 423 COUNTY — 3.21 MILES	JEFFERSON
Edwin Styring, Syracuse, N. Y	\$9,915 00
Spellman-Oliver Co Chateaugay, N.Y	10,023 50
Franklin Co., Syracuse, N. Y	10,041 00
Flood & Van Wirt Co., Hudson Falls, N. Y	10,105 00
Richard Hopkins, Troy, N. Y	10,463 00
=======================================	
Awarded to Edwin Styring.	
REPAIR CONTRACT No. 934 — ROAD Nos. 43 AND 1 COUNTY — 3.10 MILES	13 — Orange
DeGraff & Hogeboom, Inc., Kingston, N. Y	\$17,151 50
Schunnemunk Const. Co., Highland Mills, N. Y	18,046 50
John A. Jova, Inc., Newburgh, N. Y	18,094 01
Abner M. Harper, Inc., Newburgh, N. Y	18,179 00
= 1 / , 3 /	
Awarded to DeGraff & Hogeboom, Inc.	
Repair Contract No. 939 — Road No. 392 — Ori 1.46 Miles	LEANS ('OUNTY
Fred H. Rhodey, Albion, N. Y	\$7,297 50

Awarded to Fred II. Rhodey.

REPAIR CONTRACT No. 913 — ROAD No. 197 -	– Rensselae	R
County — 3.33 Miles		
Name and address of bidder	Amount	
Flood & Van Wirt Co., Hudson Falls, N. Y	<b>\$18,095</b> 23	
Thos. H. Karr, Troy, N. Y	19,116 2	5 _
Awarded to Flood & Van Wirt Co.		_
REPAIR CONTRACT No. 933 — ROAD No. 9000	- ROCKLAN	D
COUNTY - 0.85 MILE		
J. F. Gallagher & Co., Inc., Kingston, N. Y	<b>\$4,965</b> 0	0
John J. Guinan Contg. Co., Brooklyn, N. Y	5,279 00	0
Awarded to J. F. Gallagher & Co., Inc.		=
REPAIR CONTRACT No. 925 — ROAD No. 511 COUNTY — 2.14 MILES	2 — Suffoli	K
Edward F. Monahan, Manhattan Beach, N. Y	\$13,676 30	0
Murray & Gardner, Inc., Center Moriches, N. Y	14,243 00	
John J. Guinan Contg. Co., Brooklyn, N. Y	17,005 30	
Awarded to Edward F. Monahan reduced to an neer's estimate.	nount of engi-	-
REPAIR CONTRACT No. 926 — ROAD No. 101 COUNTY — 4.50 MILES	8 — Suffolk	
Edward F. Monahan, Manhattan Beach, N. Y	<b>\$</b> 13,452 <b>3</b> 0	)
Murray & Gardner, Inc., Center Moriches, N. Y.	13,676 70	
John J. Guinan Contg. Co., Brooklyn, N. Y	18,528 90	
John W. Guman Contg. Co., Drookiyii, 14. 1	10,020 00	
Awarded to Edward F. Monahan.		•
Repair Contract No. 952 — Road Nos. 700 and van County — 4.95 Miles	795 — Sulli-	
	ean net an	
Nathan E. Young, Cooks Falls, N. Y	\$29,964 20	
John J. Guinan Contg. Co., Brooklyn, N. Y	37,242 20	

Awarded to Nathan E. Young.

REPAIR	CONTRACT	No.	956 —	ROAD	Nos.	5168	AND	5289 -
	$\mathbf{T}_{\mathbf{I}}$	OGA	COUNTY	2.1	7 M1	LES		

Name and address of bidder	Amount	
Steuben Const. Co., Hornell, N. Y	\$11,376 5	<b>54</b>
Chas. E. Haney, Camillus, N. Y	12,188 7	14
Schroeder-Hicks Contg. Co., Rochester, N. Y	12,556 4	18
McGreevey, McGuigan & Baum Const. Co., Elmira,		
N. Y	12,674 8	30
Richard Hopkins, Troy, N. Y	12,992 4	10
Flood & Van Wirt Co., Hudson Falls, N. Y	13,070 5	55
Frank T. Murray, Rochester, N. Y	13,406 7	15
Dana W. Robbins, Inc., New York City	14,656 3	36

#### Awarded to Steuben Const. Co.

## Repair Contract No. 954 — Road No. 483 — Tompkins County — 1.82 Miles

Steuben Const. Co., Hornell, N. Y	\$7,969	85
Chas. E. Haney, Camillus, N. Y	8,211	15
McGreevey, McGuigan & Baum Const. Co., Elmira,		
N. Y	8,423	88
Schroeder-Hicks Contg. Co., Rochester, N. Y	8,742	<b>19</b>
Flood & Van Wirt Co., Hudson Falls, N. Y	8,749	<b>73</b>
The Lane Const. Cor., Meriden, Conn	8,933	62
Richard Hopkins, Troy, N. Y	9,099	89

### Awarded to Steuben Const. Co.

Proposals were received by the State Highway Commission at its office, No. 55 Lancaster Street, Albany, N. Y., on Wednesday the 7th day of June, 1916, for the improvement of public highways by State Aid.

### ROAD No. 1366 — VAN SCOTERS CORNERS-CANASERAGA-GAR-WOODS, ALLEGANY COUNTY — 6.88 MILES

woom, illimitati cottiii otoo liili	110	
T. H. Gill Co., Binghamton, N. Y	\$70,460	<b>50</b>
Bison City Eng. & Contg. Co., Inc., Buffalo, N. Y	71,775	00
Wm. H. Madden, Rochester, N Y	72,933	50

Name and address of bilder Cold Spring Const. Co., Buffalo, N. Y. \$74,303 50 Frank J. Foote, Nunda, N. Y. 74,871 00 Greenfield Const. Co., Hornell, N. Y. 75,528 50 Thomas Grady, Rochester, N. Y. 77,190 50 Kennedy Const. Co., Albany, N. Y. 77,253 00  Awarded to T. H. Gill Co.  Road No. 1368 — Summer Hill Cortland, Part 3 — Cortland, County — 2.08 Miles Rossney Contracting Corp. Buffalo. N. Y. \$22,083 75 The Henderickson-McCabe Const. Company, Spencerport, N. Y. 23,040 50  Awarded to the Rossney Contracting Corp. Contractors reduced to amount of eng. estimate.  Road No. 1369 — Trunton-Apulia, Part 1, Cortland County — 2.00 Miles  F. L. Breese, Elmira, N. Y. \$21,000 75 Hendrickson-McCabe Const. Co., Spencerport, N. Y. 22,846 75 Rossney Contg. Corp., Buffalo, N. Y. 22,981 00  Awarded to F. L. Breese.  Road No. 5549 — Wappingers Falls Village, Main Street, Dutchess County — 0.88 Mile  Jos. Heisler & Frank Guillott, Schenectady, N. Y. \$35,030 25 Fallkill Const. Co., Poughkeepsie, N. Y. 35,585 00 The Sewage Disposal & Water Plant Company, Schenectady, N. Y. 39,259 00			
Frank J. Foote, Nunda, N. Y	Name and address of bidder	Amount	
Greenfield Const. Co., Hornell, N. Y			
Thomas Grady, Rochester, N. Y	Frank J. Foote, Nunda, N. Y	74,871	00
Kennedy Const. Co., Albany, N. Y	Greenfield Const. Co., Hornell, N. Y	75,528	50
Kennedy Const. Co., Albany, N. Y	Thomas Grady, Rochester, N. Y	77,190	<b>5</b> 0
Awarded to T. H. Gill Co.  Road No. 1368 — Summer Hill Cortland, Part 3 — Cortland, County — 2.08 Miles  Rossney Contracting Corp. Buffalo. N. Y		77,253	00
ROAD NO. 1368 — SUMMER HILL CORTLAND, PART 3 — CORTLAND, COUNTY — 2.08 MILES  Rossney Contracting Corp. Buffalo. N. Y	=		===
Rossney Contracting Corp. Buffalo. N. Y	Awarded to T. H. Gill Co.		
The Henderickson-McCabe Const. Company, Spencerport, N. Y		ет 3 — Со	RT-
Awarded to the Rossney Contracting Corp. Contractors reduced to amount of eng. estimate.  Road No. 1369 — Truxton-Apulia, Part 1, Cortland County — 2.00 Miles  F. L. Breese, Elmira, N. Y. \$21,000 75  Hendrickson-McCabe Const. Co., Spencerport, N. Y. 22,846 75  Rossney Contg. Corp., Buffalo, N. Y. 22,981 00  Awarded to F. L. Breese.  Road No. 5549 — Wappingers Falls Village, Main Street, Dutchess County — 0.88 Mile  Jos. Heisler & Frank Guillott, Schenectady, N. Y. \$35,030 25  Fallkill Const. Co., Poughkeepsie, N. Y. 35,585 00  The Sewage Disposal & Water Plant Company,		\$22.083	7.5
to amount of eng. estimate.  ROAD NO. 1369 — TRUXTON-APULIA, PART 1, CORTLAND COUNTY — 2.00 MILES  F. L. Breese, Elmira, N. Y	Spencerport, N. Y	23,040	50
COUNTY — 2.00 MILES  F. L. Breese, Elmira, N. Y. \$21,000 75  Hendrickson-McCabe Const. Co., Spencerport,		ctors redu	ced
Hendrickson-McCabe Const. Co., Spencerport, N. Y	, ·	, Cortla	.ND
N. Y		\$21,000	75
Rossney Contg. Corp., Buffalo, N. Y		22.846	75
Awarded to F. L. Breese.  ROAD No. 5549 — Wappingers Falls Village, Main Street, Dutchess County — 0.88 Mile  Jos. Heisler & Frank Guillott, Schenectady, N. Y. \$35,030 25  Fallkill Const. Co., Poughkeepsie, N. Y. 35,585 00  The Sewage Disposal & Water Plant Company,		•	
ROAD No. 5549 — WAPPINGERS FALLS VILLAGE, MAIN STREET, DUTCHESS COUNTY — 0.88 MILE  Jos. Heisler & Frank Guillott, Schenectady, N. Y	=		===
DUTCHESS COUNTY — 0.88 MILE           Jos. Heisler & Frank Guillott, Schenectady,         \$35,030 25           Fallkill Const. Co., Poughkeepsie, N. Y	Awarded to F. L. Breese.		
N. Y.       \$35,030 25         Fallkill Const. Co., Poughkeepsie, N. Y.       35,585 00         The Sewage Disposal & Water Plant Company,	·	IAIN STREI	ЕT,
N. Y.       \$35,030 25         Fallkill Const. Co., Poughkeepsie, N. Y.       35,585 00         The Sewage Disposal & Water Plant Company,	Jos. Heisler & Frank Guillott Schengetady		
Fallkill Const. Co., Poughkeepsie, N. Y 35,585 00 The Sewage Disposal & Water Plant Company,	• •	\$35,030	25
The Sewage Disposal & Water Plant Company,			
• • •	- · · · · · · · · · · · · · · · · · · ·	00,000	
	• • •	39,259	00

Awarded to Jos. Heisler & Frank Guillott.

155,244 50

155,386 80

178,363 00

ROAD No. 5580 — AMENIA-PINE PLAINS, PART 1, DUTCHESS COUNTY — 6.97 MILES
Name and address of bidder Amount
John DeMichial & Bros., Torrington, Conn \$86,477 50
Mascetti & Holley, Torrington, Conn 87,795 00
224 decti de 120 de j. 100 de j
Awarded to John DeMichiel & Bros.
ROAD No. 5523 —Wells Speculator, Part 2, Hamilton County — 6.74 Miles
Hovey Benedict, Williamsport, Pa \$93,936 50
John B. Dower, Ballston Spa., N. Y
Hassam Paving Company, Worcester, Mass 145,911 50
Awarded to Hovey Benedict.
Road No. 1362—Vanhornesville-Starkville, Herkimer County — 5.84 Miles
John B. Dower, Ballston Spa., N. Y
All bids rejected.
ROAD No. 1255 — CAPE VINCENT-CLAYTON, JEFFERSON COUNTY — 14.05 MILES
Henry P. Burgard, Buffalo, N. Y \$145,895 00
The Pathfinder Const. Co., Inc., Fulton, N. Y 147,185 00
F. H. Rhodey, Alibon, N. Y
Mascetti & Holley, Torrington, Conn
maccin a money, 101 mgm, Com 100,011 00

Spellman-Oliver Const. Co., Chateaugay, N. Y..

J. L. Richmond, Hinckley, N. Y.....

Burns Bros. & Haley, Watertown, N. Y......

Name and address of bidder Amount Wm. H. Madden, Rochester, N. Y
Wm. H. Madden, Rochester, N. Y
Cold Spring Const. Co., Buffalo, N. Y 40,861 00
Frank J. Foote, Nunda, N. Y
Thos. Grady, Rochester, N. Y 43,716 50
Awarded to Wm. H. Madden
ROAD No. 1360 — MUNNSVILLE-PRATTS HOLLOW-PINE WOODS, MADISON COUNTY — 6.54 MILES
Paddelford & King, Sherburne, N. Y \$67,332 50
All bids rejected.
ROAD No. 800 — YOUNGSTOWN-LOCKPORT, PART 1, NIAGARA COUNTY — 7.79 MILES
Rich Const. Co., Inc., East Aurora, N. Y \$111,403 00
Wm. F. Fulton, Buffalo, N. Y 111,803 00
J. F. Mumm Contg. Co., Inc., Buffalo, N. Y 119,697 50
Awarded to Rich Const. Co., Inc.
ROAD NO. 95-A- MIDDLETOWN-GOSHEN, ORANGE - 0.11 MILE
Schunnemunk Const. Co., Highland Mills, N. Y \$1,532 60
Nash & Griffin, Norwich, N. Y
Fallkill Const. Co., Inc., Poughkeepsie, N. Y 2,020 00
Awarded to Schunnemunk Const. Co.
ROAD No. 499 — MIDDLETOWN-MONTGOMERY, ORANGE COUNTY — 9.18 MILES
Frank Salvucci, West Hurley, N. Y \$101,370 50
Edward P. Arbogast, Stroudsburg, Pa 105,037 00
John A. Jova, Inc., Newburgh, N. Y

Awarded to Frank Salvucci.

ROAD NO. 1329 - GOSHEN VILL	lage, Orange	County	_
8.70 Mile	15		
Name and address of bidder	<b>!</b>	Amount	
Wm. J. Kidd, New York City		\$47,269	7.5
John S. Turner, Mt. Vernon, N. Y.		53,938	<b>75</b> .
Abner M. Harper, Inc., Newburgh, N	V. Y	<b>54,6</b> 84	<b>5</b> 0
Schumnemunk Const. Co., Highland	Mills, N. Y	57,333	50
Fallkill Const. Co., Inc., Poughkeepsi	ie, N. Y	62,768	35
Sewage Disposal & Water Plant Comp	pany, Schenec-		
tady, N. Y		63,160	00

Awarded to Wm. J. Kidd, Completion Contract.

ROAD NO. 1340 — Grant Corner-Rundall Corner-Bailey Corner-State Line, Westchester County — 4.25 Miles No bids received.

Road No. 1341 —Weaver Street, Westchester County— 0.35 Mile

 Wm. F. McCabe Const. Co., Inc., White Plains,
 \$3,720 00

 Nash & Griffin, Norwich, N. Y.
 3,921 40

All bids rejected.

ROAD No. 1309 — PEEKSKILL-PUTNAM COUNTY LINE, WEST-CHESTER COUNTY — 6.63 MILES

Wm. J. Kidd, New York City..... \$66,078 86

Awarded to Wm. J. Kidd, Completion Contract.

Proposals were received by the State Highway Commission at its office No. 55 Lancaster Street, Albany, N. Y., for the repair of public highways by State Aid, on Wednesday, the 7th day of June, 1916.

REPAIR CONTRACT No. 950 — ROAD Nos. 476 AND	651,	
CLINTON COUNTY - 5.81 MILES		
Name and address of bidder	mount	
Spellman-Oliver Co., Chateaugay, N. Y \$2	9,316	55
, , , , , , , , , , , , , , , , , , , ,	0,389	
•	0,981	
•	3,661	
Awarded to Spellman-Oliver Co.		
REPAIR CONTRACT No. 945 — ROAD No. 362, F COUNTY — 0.59 MILE	ULTON	•
John P. Dugan & Co., Inc., Amsterdam, N. Y \$	3,753	65
	3,855	95
· · · · · · · · · · · · · · · · · · ·		===
All bids rejected.		
REPAIR CONTRACT No. 940 — ROAD No. 586, COUNTY — 1.04 MILES	Genes	BEE
Sweeney & Boland, Rochester, N. Y \$	3,638	80
	3,760	
	3,778	
	3,811	
-	· ====	==
Awarded to Sweeney & Boland.		
REPAIR CONTRACT No. 922 — ROAD Nos. 886, 99 GREENE COUNTY — 15.50 MILES	7, 549	91,
John T. O'Neil, Troy, N. Y \$	6,106	46
• • •	6,304	
	6,504	
		_

Awarded to John T. O'Neil.

Griffin & Griffin, Norwick, N. Y.....

6,393 64

REPAIR CONTRACT	No.	957	ROAD	Nos.	100	and	101,	MONROE
	C	OUNTY -	<b></b> 0.84	4 Mil	E			

Name and address of bidder	Amount
Whitmore-Rauber & Vicinius, Inc., Rochester,	
N. Y	\$35,108 00
Schroeder-Hicks Contg. Co., Rochester, N. Y	35,325 00
Michael H. Ripton, Rochester, N. Y	35,350 10
The Sewage Disposal & Water Plant Company,	
Schenectady, N. Y	38,666 98
Chambers & Barnes, Rochester, N. Y	38,778 10

Awarded to Whitmore-Rauber & Vicinius, Inc.

## REPAIR CONTRACT No. 938 — ROAD No. 399 — MONEOE COUNTY — 1.43 MILES

Crouch Brothers, Rochester, N. Y	\$7,847	40
Greece Const. Co., Rochester, N. Y	7,998	00
Wm. J. Mulhearn, Lockport, N. Y	8,436	10
Schroeder-Hicks Contg. Co., Rochester, N. Y	8,469	<b>50</b>
Chambers & Barnes, Rochester, N. Y	8,564	00
Richard Hopkins, Troy, N. Y	9,178	70

Awarded to Crouch Brothers.

# Repair Contract No. 944 — Road No. 107 — Montgomery County — 3.64 Miles

Richard Hopkins, Troy, N. Y	<b>\$15,415</b>	67
Brady-Oltarsch Const. Co., Inc., New York City	15,455	51
D. I. Snell & Company, Canajoharie, N. Y	15,636	08
Alfred H. Flinn, Albany, N. Y	15,983	<b>58</b>
John P. Dugan & Co., Inc., Amsterdam, N. Y	16,585	17
Dale Engineering Co., Inc., Utica, N. Y	17,325	93

Awarded to Richard Hopkins.

REPAIR CONTRACT No. 942 — BOAD No. 120 — COUNTY — 4.14 MILES	Montgonery
Name and address of bidder	Amount
H. D. Lavery, Fort Plains, N. Y	\$6,606 85
Flood & Van Wirt Co., Hudson Falls, N. Y	6,735 25
· · · · · · · · · · · · · · · · · · ·	•
Richard Hopkins, Troy, N. Y	7,229 00
John P. Dugan & Co., Inc., Amsterdam, N. Y	7,685 00
Awarded to H. D. Lavery.	
Repair Contract No. 937 — Roads 434, 435 Nassau County — 1.27 Miles	and 547 —
No bids received.	
REPAIR CONTRACT No. 943 — ROAD No. 3 — ONEIX 1.25 MILES	A COUNTY —
No bids received.	
Repair Contract No. 958 — Road Nos. 139 Oneida County — 4.59 Miles	and 271 —
Richard Hopkins, Troy, N. Y	\$24,859 15
Flood & Van Wirt Co., Hudson Falls, N. Y	25,171 29
Chas. O. Macomb, Syracuse, N. Y	25,265 54
J. H. Weidman, Syracuse, N. Y	25,535 40
Awarded to Richard Hopkins.	
Repair Contract No. 948 — Boad No. 521 — St. County — 0.60 Mile	r. Lawrence
Richard Hopkins, Troy, N. Y	\$3,000 00
Awarded to Richard Hopkins.	
REPAIR CONTRACT No. 947 — ROAD No. 5032 — Secondary — 2.50 Miles	T. LAWRENCE
Richard Hopkins, Troy, N. Y	<b>\$11,481 10</b>
All bids rejected.	

REPAIR CONTRACT No. 951 — ROAD No. 5086 - COUNTY — 5.02 MILES	— Ѕснона	RIE
Name and address of bidder	Amount	
Gleason & Davitt, Albany, N. Y	\$25,856	
H. A. Murphy, Albany, N. Y.	27,217	
Richard Hopkins, Troy, N. Y	27,636	
C. S. Mathusa, Albany, N. Y	28,920	
Jos. Walker Const. Co., Albany, N. Y	29,101	
George H. McEvoy, Creek Locks, N. Y	29,602	
Flood & Van Wirt, Hudson Falls, N. Y	29,670	
DeGraff & Hogeboom, Inc., Kingston, N. Y	30,488	
Burnham & Rose, Cobleskill, N. Y	30,553	
Awarded to Gleason & Davitt.		
REPAIR CONTRACT No. 955 — ROAD No. 5208 COUNTY — 1.48 MILES	— Ѕсничі	LER
McGreevey, McGnigan & Baum Const. Co. Elmira,		
N. Y	<b>\$8,50</b> 2	80
The Steuben Const. Co., Hornell, N. Y	9,008	
Schroeder-Hicks Contg. Co., Rochester, N. Y	9,427	00
Charles E. Haney, Camillus, N. Y	9,870	
Richard Hopkins, Troy, N. Y	10,254	40
Awarded to McGreevey, McGuigan & Baum Const	. Co.	
REPAIR CONTRACT No. 936 — ROAD No. 967 COUNTY — 4.00 MILES	/ — <del>St</del> eub	en
McGreevey, McGuigan & Baum Const. Co. Elmira,		
N. Y	20,766	
Dale Engineering Co., Utica, N. Y	21,590	
Kennedy Const. Co., Albany, N. Y	22,111	
The Steuben Const. Co., Hornell, N. Y	22,349	
Charles E. Haney, Camillus, N. Y	22,555	
T. H. Gill Co., Binghamton, N. Y	23,414	
Schroeder-Hicks Contg. Co., Rochester, N. Y	24,066	
Thomas F. Murray, Le Roy, N. Y	24,227	
Richard Hopkins, Troy, N. Y	24,777	
Greenfield Const. Co., Hornell, N. Y	26,383	82

Awarded to McGreevey, McGuigan & Baum Const. Co.

REPAIR CONTRACT No. 935 — ROAD NOS. 906 AND 52 BEN COUNTY — 2 MILES	254 — Steu-
BEN COUNTY — 2 MILES  Name and address of bidder	A
	Amount
McGreevey, McGuigan & Baum Const. Co., Elmira, N. Y	\$11,583 70
Kennedy Const. Co., Albany, N. Y	11,905 40
The Steuben Const. Co., Hornell, N. Y	12,231 10
Chas. E. Haney, Camillus, N. Y	12,643 50
Schroeder-Hicks Contg. Co., Rochester, N. Y	12,928 00
Sweeney & Boland, Rochester, N. Y	13,256 35
Thos. F. Murray, Le Roy, N. Y	13,659 50
Richard Hopkins, Troy, N. Y	13,900 50
Greenfield Const. Co., Hornell, N. Y	14,029 00
==	·
Awarded to McGreevey, McGuigan & Baum Const	t. Co.
Commence of the Commence of th	
Proposals were received by the State Highway Coits office, No. 55 Lancaster street, Albany, N. Y., for the public highways by State aid, on Monday, June	the repair of
REPAIR CONTRACT No. 974 — ROAD No. 5010, ALB. — 1.06 MILES	ANY COUNTY
The Sewage Disposal & Water Plant Co., Schenec-	
tady, N. Y	<b>\$18,542</b> 80
Heisler & Luke J. Devlin, Albany, N. Y	18,576 70
Martin Murray & Co., Troy, N. Y	21,120 90
=======================================	=======================================
Awarded to The Sewage Disposal & Water Plant	Co.
REPAIR CONTRACT No. 980 —Road No. 367, ALBAN 3.91 MILES	Y County —
Greece Cons. Co., Rochester, N. Y	<b>\$18,978</b> 50
John Doyle, Albany, N. Y	19,435 00
George H. McEvoy, Creek Locks, N. Y	20,163 50
H. A. Schaupp, Guilderland, N. Y	20,983 75

Awarded to Greece Cons. Co.

REPAIR CONTRACT No.	964 — Roa	D No. 614	, CAYUGA	COUNTY -
	2.76 M	LES		

Name and address of bidder	Amount	
W. F. Hill & Co., Fulton, N. Y	\$17,305	<b>54</b>
Flood & Van Wirt Co., Hudson Falls, N. Y	17,754	94
Richard Hopkins, Troy, N. Y	18,313	<b>30</b>
Dana W. Robbins, Inc., New York City	19,556	14

Awarded to W. F. Hill Co.

REPAIR CONTRACT No. 982 — ROAD No. 591, CAYUGA COUNTY— 3.29 MILES

Flood & Van Wirt Co., Hudson Falls, N. Y..... \$19,458 00

Awarded to Flood & Van Wirt Co.

## Repair Contract No. 962 — Road No. 380, Cortland County — 7.11 Miles

Charles E. Haney, Camillus, N. Y	\$29,241	75
N. Y	31,905	25
John R. Burchill, Syracuse, N. Y	32,764	00
John H. Weidman, Syracuse, N. Y	33,761	25
Flood & Van Wirt Co., Hudson Falls, N. Y	34,584	00
W. F. Hill & Company, Fulton, N. Y	34,597	<b>50</b>
James Rossney, Buffalo, N. Y	34,993	00
Thomas Grady, Rochester, N. Y	35,181	25
The Lane Cons. Corp., Meriden, Conn	35,341	50
Charles O. McComb, Syracuse, N. Y	35,655	50
Sullivan Cons. Co., Syracuse, N. Y	36,435	00
Richard Hopkins, Troy, N. Y	36,092	00

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REPAIR CONTRACT No. 963 ROAD No. 535, CORTLAND COUNTY		
— 2.70 Miles		
Name and address of bidder	Amount	
Rowland E. Wright, Cortland, N. Y	<b>\$</b> 12,672 25	
McGreevey, McGuigan & Baum Cons. Company,	•	
Elmira, N. Y	12,692 50	
Charles E. Haney, Camillus, N. Y	13,071 00	
Flood & Van Wirt Co., Hudson Falls, N. Y	13,123 00	
James Rossney, Buffalo, N. Y	13,450 50	
Thos. Grady, Rochester, N. Y	13,649 00	
Richard Hopkins, Troy, N. Y	14,126 50	
Awarded to Rowland E. Wright.		
REFAIR CONTRACT No. 959 — ROAD No. 36, DELAW — 1.57 MILES	ARE COUNTY	
No bids received.		
No blus received.		
REPAIR CONTRACT No. 984 — ROAD Nos. 744, a County — 10.98 Miles	5500, Essex	
REPAIR CONTRACT No. 984 — ROAD Nos. 744, a COUNTY — 10.98 MILES	·	
REPAIR CONTRACT No. 984 — ROAD Nos. 744, 8 COUNTY — 10.93 MILES Kellogg Boynton, Keeseville, N. Y	<b>\$</b> 3,587 90	
REPAIR CONTRACT No. 984 — ROAD Nos. 744, a COUNTY — 10.98 MILES	·	
REPAIR CONTRACT No. 984 — ROAD Nos. 744, a County — 10.98 MILES  Kellogg Boynton, Keeseville, N. Y	<b>\$</b> 3,587 90	
REPAIR CONTRACT No. 984—ROAD Nos. 744, a COUNTY—10.98 MILES  Kellogg Boynton, Keeseville, N. Y  The Defiance Corporation, Ticonderoga, N. Y	\$3,587 90 3,883 86	
REPAIR CONTRACT No. 984—ROAD Nos. 744, a COUNTY—10.98 MILES  Kellogg Boynton, Keeseville, N. Y  The Defiance Corporation, Ticonderoga, N. Y  Awarded to Kellogg Boynton.  REPAIR CONTRACT No. 970—ROAD No. 462, H COUNTY—9.91 MILES	\$3,587 90 3,883 86	
REPAIR CONTRACT No. 984—ROAD Nos. 744, a COUNTY—10.93 MILES  Kellogg Boynton, Keeseville, N. Y  The Defiance Corporation, Ticonderoga, N. Y  Awarded to Kellogg Boynton.  REPAIR CONTRACT No. 970—ROAD No. 462, H COUNTY—9.91 MILES  Phelan & Sullivan, Utica, N. Y	\$3,587 90 3,883 86 ————————————————————————————————————	
REPAIR CONTRACT No. 984—ROAD Nos. 744, a County—10.98 Miles  Kellogg Boynton, Keeseville, N. Y	\$3,587 90 3,883 36 EEKIMEE \$49,086 80 49,932 49	
REPAIR CONTRACT No. 984—ROAD Nos. 744, a COUNTY—10.98 MILES  Kellogg Boynton, Keeseville, N. Y	\$3,587 90 3,883 86 ————————————————————————————————————	
REPAIR CONTRACT No. 984—ROAD Nos. 744, a COUNTY—10.98 MILES  Kellogg Boynton, Keeseville, N. Y	\$3,587 90 3,883 86 ————————————————————————————————————	
REPAIR CONTRACT No. 984—ROAD Nos. 744, a COUNTY—10.93 MILES  Kellogg Boynton, Keeseville, N. Y	\$3,587 90 3,883 86 ERKIMER \$49,086 80 49,932 49 49,942 62 51,269 24 52,143 80	
REPAIR CONTRACT No. 984—ROAD Nos. 744, a COUNTY—10.98 MILES  Kellogg Boynton, Keeseville, N. Y	\$3,587 90 3,883 86 ————————————————————————————————————	

Awarded to Phelan & Sullivan.

REPAIR CONTRACT No. 960 — ROAD No. 5302, I	ivingeror	ŗ
Name and address of bidder	Amount	
Schroeder-Hicks Contg. Co., Rochester, N. Y	<b>\$4,804</b>	
McCarthy & Wall, Mt. Morris, N. Y	4,992	00
Awarded to Schroeder-Hicks Contg. Co.	<del></del>	
REPAIR CONTRACT No. 973 — ROAD No. 304, M COUNTY — 5.63 MILES	ONTGOME	RY
Withdrawn.		
REPAIR CONTRACT No. 978 — ROAD No. 345, McCOUNTY — 4.66 MILES.	)NTGOMERY	¥
H. A. Murphy, Albany, N. Y	10,099	00
P. F. Herlihy, Glens Falls, N. Y	10,332	
D. I. Snell Co., Canajoharie, N. Y	10,884	
Richard Hopkins, Troy, N. Y	11,412	
=	,	
Awarded to H. A. Murphy.		
REPAIR CONTRACT No. 967 — ROAD No. 729, NIAG — 3.19 MILES	ara Coun	ЯТY
Chas. E. Haney, Camillus, N. Y	<b>\$</b> 16,159	00
Cold Spring Cons. Co., Buffalo, N. Y	18,364	
Greece Cons. Co., Rochester, N. Y	18,927	
Bison City Eng. & Contg. Co., Buffalo, N. Y	19,163	
Awarded to Charles E. Haney.	<u></u>	
REPAIR CONTRACT No. 975 — ROAD No. 250, ONEIR 4.74 MILES	a County	· —
Harry W. Roberts & Co., Utica, N. Y	\$35,966	95
Federal Asphalt Corp., New York City	43,273	
Chas. O. McComb, Syracuse, N. Y	43,882	

Awarded to Harry W. Roberts & Co.

400	ANNUAL REPORT OF THE		
REPAIR CO	ONTRACT No. 968 — ROAD No. 5274, COUNTY — 0.88 MILE	Onondag	A
	Name and address of bidder	Amount	
Dana W. Rob	obins, Inc., New York City	\$8,350	50
Awarded to	Dana W. Robbins, Inc.		
REPAIR CONT	RACT No. 965 — ROAD Nos. 330-107 COUNTY — 3.70 MILES	0, Onond	AGA
John R. Bure	chill, Syracuse, N. Y	\$16,753	50
	o., Útica, N. Ý	17,821	
	Sorp., Meriden, Conn	17,981	
Awarded to	John R. Burchill.		===
REPAIR CONTI	RACT No. 966 — ROAD No. 672, ONONI — 3.30 MILES	DAGA COUR	NTY
Chas. E. Han	ey, Camillus, N. Y	\$13,102	20
John R. Burch	hill, Syracuse, N. Y	14,763	85
	son, Syracuse, N. Y	15,186	70
Phelan & Sull	livan, Utica, N. Y	15,229	40
John H. Weid	lman, Syracuse, N. Y	15,470	31
Sullivan Cons.	. Co., Syracuse, N. Y	15,659	00
Awarded	to Chas. E. Haney.		
Repair Con	NTRACT No. 961 — ROAD No. 5274, COUNTY — 6.24 MILES	Onondag <i>a</i>	
John R. Burc	hill, Syracuse, N. Y	\$9,308	02
	bins, Inc., New York City	9,445	
	n, Syracuse, N. Y	9,805	44
	ins, Troy, N. Y	9,85 <b>9</b>	
	on, Syracuse, N. Y	10,268	37

REPAIR CONTRACT	No. 979 ROAD N	o. 5365, Onondaga	
	COUNTY 0.60 MIL	E	
Name ar	d address of bidder	Amount	

Name and address of bidder	Amount
Mondo Cons. Co., Inc., Syracuse, N. Y	\$15,952 75
Guy B. Dickison, Syracuse, N. Y	15,959 85

Awarded to Mondo Cons. Co., Inc.

## REPAIR CONTRACT No. 976 — ROAD No. 5249, ONONDAGA COUNTY — 4.84 MILES

Harry W. Roberts & Co., Utica, N. Y	\$38,267	94
The Lane Cons. Corp., Meriden, Conn	42,028	<b>74</b>
Wm. P. McDonald Cons. Co., Mt. Vernon, N. Y.	45,064	57
Warner-Quiland Cons. Co., Syracuse, N. Y	45,755	<b>36</b>
Guy B. Dickison, Syracuse, N. Y	47,272	92
Union Paving Company, Schenectady, N. Y	47,521	94
Federal Asphalt Corp.; New York City	47,625	36

Awarded to Harry W. Roberts & Co.

## REPAIR CONTRACT No. 870 — ROAD No. 287, RENSSELAER COUNTY — 4.34 MILES.

John B. Dower, Ballston Spa, N. Y	\$33,665 00
C. S. Mathusa, Albany, N. Y	34,825 00
Thos. H. Karr, Troy, N. Y	40,285 00

Awarded to John B. Dower.

## REPAIR CONTRACT No. 981 — ROAD No. 201, RENSSELAER COUNTY — 3.11 MILES

Gifford Cons. Co., Jamaica, N. Y	\$12,845	07
Flood & Van Wirt Co., Hudson Falls, N. Y	13,355	46
Thos. H. Karr, Troy, N. Y	14,724	85

Awarded to Gifford Cons. Co.

/
REPAIR CONTRACT No. 977 — ROAD No. 700, SULLIVAN COUNTY — 2.65 MILES
Name and address of blidder Amount
Jackson Bros., Cuddebackville, N. Y \$14,963 50
George H. McEvoy, Creek Locks, N. Y 15,967 00
Nathan E. Young, Cooks Falls, N. Y 16,593 00
Awarded to Jackson Bros.
REPAIR CONTRACT No. 971 — ROAD Nos. 20, 35, 51, 865, 1015, WESTCHESTER COUNTY — 15.13 MILES
H. A. Murphy, Albany, N. Y \$23,429 03
Richard Hopkins, Troy, N. Y
Awarded to H. A. Murphy.
And also for the following Broken Stone Contract No. 70, Essex County:
Awarded to John Anderson, Jr., Newcomb, N. Y. \$10,320 00
Broken stone screenings\$1 94
Broken stone No. 1
Broken stone No. 2 4 25
Proposals were received by the State Highway Commission at its office, No. 55 Lancaster street, Albany, N. Y., on Monday, the 26th day of June 1916, for the improvement of public highways by State aid.
ROAD NO. 1098 — EAGLE BAY-SIXTH LAKE, HAMILTON COUNTY — 4.22 MILES
No bids received.
ROAD NO. 1302 — MORRIS-ONEONTA, OTSEGO COUNTY — 12.66 Miles
Frank D. Van Horn, New York City \$116,745 12
J. L. Richmond, Hinkley, N. Y 147,300 00
T. 1. T. G. 1. 1. 1. 1. 1. 1. 1. 1. 1. 1. 1. 1. 1.

Fulton Eng. Company, Inc., Albany, N. Y..... 148,952 90

Awarded to F. D. Van Horn.

ROAD	No.	976 - JAVA	VILLAGE-WALES,	WYOMING	Co3.52
			Miles		

Name and address of bidder

Amount

**Bison** City Eng. & Contg. Co., Inc., Buffalo, N. Y. \$30,347 75 **F. J. M**umm Contg. Co., Inc., Buffalo, N. Y. . . . . 36,078 40

Awarded to Bison City Eng. & Contg. Co., Inc.

Proposals were received by the State Highway Commission at its office, No. 55 Lancaster street, Albany, N. Y., on Monday, the 10th day of July, 1916, for the construction of public highways by State aid.

ROAD No. 948-A - VOORHEESVILLE-NEW SALEM, ALBANY
COUNTY - 0.17 MILE

 Burham & Rosc, Albany, N. Y.
 \$2,212 25

 C. S. Mathusa, Albany, N. Y.
 2,332 50

Awarded to Burham & Rose.

ROAD No. 1371 — WATERVLIET-COHOES, ALBANY COUNTY — 0.88 MILE

Awarded to The Sewage Disposal & Water Plant Company.

ROAD No. 5607 — Franklinville-Machias, Cattaragus
County — 4.73 Miles

No proposals received.

ROAD No. 5610 — MONTEZUMA-PORT BYRON, CAYUGA COUNTY — 4.39 MILES

 Sullivan Cons. Co., Syracuse, N. Y.
 \$06,325 00

 Guy B. Dickison, Syracuse, N. Y.
 74.630 35

Awarded to Sullivan Cons. Co.

ANNUAL REPORT OF THE	
ROAD No. 1027 — FRENCH CREEK-FINDLEY LAKE COUNTY — 4.33 MILES	е, Снаптацога
Name and address of bidder	Amount
Town of Mina, Findley Lake, N. Y	<b>\$61,472</b> 60
Elmer M. Love & Son, Corry, Pa	•
J. A. Hughes & Co., Jamestown, N. Y	•
Awarded to Town of Mina.	
ROAD No. 1378 — ELMIRA-NORTH ELMIRA, CHE —4.14 MILES	EMUNG COUNTY
Peter F. Connolly Co., Horseheads, N. Y	\$99,255 00
Bradley & McGreevey, Elmira, N. Y	
Sullivan Cons. Co., Syracuse, N. Y	
Bison City Eng. & Contg. Co., Inc., Buffalo, N. Y.	
Awarded to Peter F. Connolly Co.	***************************************
Road No. 1394 — Norwich-South New Berlin New Berlin-New Berlin, Pt. 1, Chenango C Miles	•
Paddelford & King, Sherburne, N. Y	<b>\$</b> 90,429 50
E. P. Abrogast, Stroudsburg, Pa	92,219 50
Newport Construction Company, Herkimer, N. Y.	96,945 00
Awarded to Paddelford & King.	
ROAD No. 1398 — MOFFITTSVILLE-FRANKLIN CLINTON COUNTY — 10.46 MILES	COUNTY LINE,
Richard Hopkins, Troy, N. Y	<b>\$111,888</b> 00
Awarded to Richard Hopkins.	
Road No. 1412 — Wappinger Falls Village; S Dutchess County — 0.56 Mile	OUTH AVENUE,
Fallkill Cons. Co., Poughkeepsie, N. Y	\$8,071 50
Jos. Heisler & Frabi Gullotte, Schenectady, N. Y	
,	

Awarded to Falkill Cons. Co.

ROAD NO. 1410 — WESTPORT VILLAGE; MAIN STREET, ESSEN  COUNTY — 1.76 MILES  Name and address of bidder  Amount
Bluff Point Stone Co., Plattsburgh, N. Y 24,137 25
Awarded to Bluff Point Stone Co., contractor reduced to amount of engineers estimate.
ROAD NO. 620 — EPHRATAH-KECKS CENTER, Pt. 1, FULTON CO. — 5.13 MILES
Brady-Oltarsch Co. Inc., New York City \$49,044 01
Eastover Const. Co., Inc., Utica, N. Y 65,987 50
Awarded to Brady-Oltarsch Co., Inc.
ROAD NO. 1365 — GREENVILLE-COXSACKIE, Pt. 3, GREENE COUNTY — 2.39 MILES
George H. McEvoy, Creek Locks, N. Y \$26,620 00
Jos. Walker Cons. Co., Albany, N. Y 28,266 50
Albany Cons. Co., Albany, N. Y 30,520 50
Awarded to George H. McEvoy.
ROAD No. 1346 — FRANKFORT-GULPH, HERKIMER COUNTY — 5.10 MILES
Dale Eng. Co., Utica, N. Y
C. W. Tryon, Poland, N. Y
Albany Const. Co., Albany, N. Y 69,604 00
Eastover Const. Co., Inc., Utica, N. Y 93,449 00
Awarded to Dale Eng. Co.  ROAD No. 1360 — MUNNSVILLE-PRATTS HOLLOW-PINE WOODS,
Madison County — 6.54 Miles
C. W. Tryon, Poland, N. Y \$64,672 75

Awarded to C. W. Tryon.

Road No. 1396 — Chili-Coldwater, Monroe C	County —2	.92
Name and address of bidder	Amount	
Roco Co., Inc., Rochester, N. Y	\$36,955	00
Thomas Grady, Rochester, N. Y	39,939	
Peter F. Connolly, Horscheads, N. Y	41,766	
Awarded to Roco Co., Inc.		
Road No. 1342 — Roslyn-Port Washington, N — 5.24 Miles	ASSAU COU	YTY
Thomas O'Hern & Co., Yonkers, N. Y	\$84,480	20
Rosenthal Contracting Co., Inc., Brooklyn, N. Y	90,556	50
Ulrich & Persicano, Brooklyn, N. Y	91,727	25
Leo E. Kelly, Brooklyn, N. Y	95,715	<b>50</b>
Gifford Const. Co., Jamaica, N. Y	98,869	<b>75</b>
Awarded to Thomas O'Hern & Co.		
ROAD No. 1355 - NORTH WESTERN-BOONVIL	LE, PART	1,
Oneida County — 6.15 Miles		
Albany Const. Co., Albany, N. Y	\$76,252	00
All bids rejected.		
ROAD No. 1408 — THREE MILE POINT-SPRINGER WARREN, OTSEGO COUNTY — 8.13 MIL	_	er-
D. I. Snell & Co., Canajoharie, N. Y	\$88,569	25
J. L. Richmond, Hinkley, N. Y	99,426	<b>50</b>
Albany Const. Co., Albany, N. Y	94,763	<b>50</b>
Newport Const. Co., Herkimer, N. Y	101,372	00
All bids rejected.		
ROAD NO. 1117 — REXFORD FLATS-WAIT CO CORNERS, SARATOGA COUNTY — 6.10 M		ом
W. G. Fox, Saratoga, N. Y	\$79,304	<b>50</b>
Albany Const. Co., Albany, N. Y	79,317	
John B. Dower Const. Co., Ballston Spa, N. Y	86,600	
-		

Awarded to W. G. Fox.

ROAD	No.	1406 - Marion-Williamson,	Part	2,	WAYNE
		COUNTY — 3.67 MITTERS		•	

Name and address of bigder	Amount	
Hendrickson-McCabe Const. Co., Inc., Syracuse,		
N. Y	85,000	25
Thomas Grady, Rochester, N. Y	35,953	<b>50</b>
Dale Eng. Co., Utica, N. Y	35,959	00
Chambers & Barnes, Rochester, N. Y	36,169	<b>50</b>
The Lane Const. Co., Meriden, Conn	36,460	<b>75</b>

Awarded to Hendrickson-McCabe Const. Co., Inc.

ROAD No. 1370 — HARTS CORNER-WHITE PLAINS, WESTCHESTER
COUNTY — 1.74 MYLES

Harlem Contg. Co., New York City	\$50,959	20
Brady-Oltarsch Const. Co., New York City	50,971	00

All bids rejected.

Sealed proposals were also received by the State Highway Commission at its office, No. 55 Lancaster street, on Monday, the 10th day of July, 1916, for the repair of the following highways:

REPAIR CONTRACT No. 992 — ROAD NOS 523 AND 524 — ERIE COUNTY — 9.40 MILES

No proposals received.

REPAIR CONTRACT No. 945 — ROAD No. 362 — FULTON COUNTY
— 0.59 MILE

Burnham & Rose, Albany, N. Y	<b>\$3</b> ,814	80
Clarence E. Welsh & Co., Gloversville, N. Y	3,838	00
John P. Dugan Co., Inc., Amsterdam, N. Y	3,842	05

Awarded to Burnham & Rose.

Repair Contract No. 845 — Road No. 436 — Nassau County — 2.50 Miles

No proposals received.

REPAIR CONTRACT	No.	947 —	ROAD	No.	5032 — S	T. LAWRENCE
	Co	OUNTY -	- 2.50	M11	ES	

County — 2.50 MILES		
Name and address of bidder	Amount	
Richard Hopkins, Troy, N. Y	\$11,995	70
Herbert W. Fearl, Potsdam, N. Y	12,009	00
=		===
Awarded to Richard Hopkins.		
REPAIR CONTRACT No. 985 — ROAD No. 118 — UL — 0.83 MILE	STER COU	TY
Joseph Walker Const. Co., Albany, N. Y	<b>\$</b> 5,659	50
Bohl & Goetz, Albany, N. Y	5,680	75
George F. McEvoy, Creek Locks, N. Y	5,769	<b>50</b>

#### Awarded to Joseph Walker Const. Co.

Proposals were received by the State Highway Commission at its office, No. 55 Lancaster street, Albany, N. Y., on Weduesday, the 12th day of July, 1916, for the construction of public highways by State Aid.

ROAD NO. 1372 - OSBORN CORNER-SCHENECTADY COUNTY LINE, ALBANY COUNTY - 3.23 MILES

S. B. Van Wagenen, Inc., Rondout, N. Y	\$48,938 75
The Lane Const. Corp., Meriden, Conn	49,831 25
Albany Const. Co., Albany, N. Y	53,449 00

Awarded to S. B. Van Wagenen, Inc.

Road No. 1404 - Normansville-South Westerlo, Albany COUNTY - 5.62 MILES

The Lane Const. Corp., Meriden, Conn	<b>\$</b> 65, <b>594</b> 00
Albany Const. Co., Albany, N. Y	69,512 50

Awarded to The Lane Const. Corp.

ROAD No. 5608 — MACHIAS-DELEVAN, PART 1, CATTARAUGUS COUNTY — 2.17 MILES
Name and address of bidder Amount
Frank L. Cohen, Buffalo, N. Y
All bids rejected.
Road No. 5609 — Port Byron-Weedsport, Cayuga County — 3.89 Miles .
Charles O. McComb, Syracuse, N. Y.       \$49,578 50         John R. Burchill, Syracuse, N. Y.       52,187 00
Awarded to Charles O. McComb.
Road No. 1379 — Jamestown City: Foote Avenue, Chautau- qua County — 0.74 Mile
George L. Mallity, Jamestown, N. Y \$37,721 50
All bids rejected.
ROAD No. 1395 — EAST GUILFORD-ROCKDALE, CHENANGO COUNTY — 2.91 MILES
E. P. Arbogast, Stroudsburg, Pa \$30,065 00
Alfred H. Flynn, Albany, N. Y
Newport Const. Co., Herkimer, N. Y
Awarded to E. P. Arbogast.
ROAD No. 1411 — WADHAMS MILLS-WHALLONSBURG, ESSEX COUNTY — 4.95 MILES
No bids received.
ROAD No. 621 — St. Johnsville-Oppenheim, Part 2, Fulton County — 2.90 Miles
D. L. Snell, Canajoharie, N. Y
All bids rejected.

<b>30</b> 0	MANUAL IVEFORT OF THE		
ROAD No.	1275 — Johnstown City: East Aver Courty — 1.10 Miles	nve, Fur	tor
	Name and address of bidder	Amount	
Brady-Olten	rsh Const. Co., Inc., New York City	\$13,796	
	Const. Corp., Meriden, Conn	14,012	
	igan Co., Inc., Amsterdam, N. Y	14,054	
	anher, Gloversville, N. Y	14,431	
	elch Co., Gloversville, N. Y	14,501	
Awarded	to Brady-Oltarsh Const. Co., Inc.		===
ROAD No. 1	402 — Alabama-Batavia, Part 2, Gen: — 7.60 Miles	esee Cou:	VTY
Cold Spring	Const. Co., Buffalo, N. Y	\$75,837	00
- `	Brotsch. Rochester, N. Y	76,000	
	oote, Nunda, N. Y	79,151	
	Parney, Batavia, N. Y	79,692	
	nond, Hinkley, N. Y	86,411	00
	Barnes, Rochester, N. Y	88,410	50
Awarded	to Cold Spring Const. Co.		=
	361 — Oneida Lake–South Bay and Or ay, Part 2, Madison County — 5.56 Mi		TH
	rchill, Syracuse, N. Y		95
Awarded	to John R. Burchill.		
ROAD No.	1391 Sweden-Walker, Monroe Co Miles	UNTY — 7.	.93
Wm. H. Ma	adden, Rochester, N. Y	\$66,373	00
	onst. Co., Herkimer, N. Y	69,956	00
	ey, Albion, N. Y	71,088	00
	oote, Nunda, N. Y	71,900	00
	n-McCabe Const. Co., Inc., Syracuse,		
N. Y		73,753	<b>5</b> 0
J. L. Richm	ond, Hinkley, N. Y	81,603	50

Awarded to Wm. H. Madden.

5,908 05

ROAD No. 1343 - Westbury-Hicksville, Nassau	COUNTY -
3.09 Miles	
Name and address of bidder	Amount
Rush Contg. Co., New York City	\$34,192 50
Heling Brothers, Lindenhurst, L. I	34,900 50
E. T. Eggleston, Yonkers, N. Y	36,449 00
Gifford Const. Co., Jamaica, N. Y	35,852 50
Ulrich & Perscicano, Brooklyn, N. Y	42,923 50
Awarded to Rush Contg. Co.	
ROAD NO. 1356 — NORTH WESTERN-BOONVILLE, PAR COUNTY — 5.74 MILES	T 2, ONEIDA
Albany Const. Co., Albany. N. Y	\$69,732 00
All bids rejected.	~
ROAD No. 5408 — FULTON CITY: EAST FIRST STRE	ET, OSWEGO
Pathfinder Const. Co., Inc., Fulton, N. Y	\$17,663 00
Samuel Bonn, Syracuse, N. Y	18,869 45
Awarded to Pathfinder Const. Co., Inc.	
Road No. 1387 — Canton Village: West Main	STREET, St.

Awarded to Arthur F. McConville.

ROAD No. 1389 — GOUVERNEUR-EDWARDS, PART 2, St. LAW-RENCE COUNTY — 4.60 MILES

LAWRENCE COUNTY — 0.44 MILE
Arthur F. McConville, Ogdensburg, N. Y....... \$5,547 90

Rock & Griffin Co., Watertown, N. Y.....

No proposals received.

ROAD No. 5611 — COHOCTON-MAPLES,	Part 1,	Steuben	COUNTY
5.76 Milles	4		

Name and address of bidder	Amount
Steuben Const. Co., Hornell, N. Y	<b>\$53,242</b> 20
Atlanta Const. Co., Atlanta, N. Y	54,272 00
Dale Eng. Co., Utica, N. Y	59,092 10
Frank J. Foote, Nunda, N. Y	60,109 50
Awarded to Steuben Const. Co.	
ROAD No. 1407 — NEWARK-SODUS, PART 1, WAYN 3.97 MILES	E COUNTY —
Dana W. Robbins, Inc., New York City	\$31,350 00
Wm. J. Swartz, Newark, N. Y	31,511 25
Chambers & Barnes, Rochester, N. Y	33,440 00
Semper Brothers, Watertown, N. Y	34,174 90
Hendrickson-McCabe Const. Co., Inc., Syracuse,	
N. Y	34,189 50
Awarded to Dana W. Robbins, Inc.	
ROAD No. 1058 — WOLCOTT-SAVANNAH, PART COUNTY — 2.25 MILES	3, WAYNE
Steuben Const. Co., Hornell, N. Y	<b>\$14,960</b> 10
Hendrickson-McCabe Const. Co., Inc., Syracuse,	•
N. Y	16,188 30
Unsigned	16,837 80
Dana W. Robbins, Inc., New York City	19,799 50

Awarded to Steuben Const. Co.

Proposals were also received by the State Highway Commission at its office, No. 55 Lancaster street, Albany, N. Y., on Wednesday, the 12th day of July, 1916, for the repair of the following:

Repair Contract No. 986 — Road No. 537 — Dutchess County — 1.19 Miles

No proposals received.

REPAIR CONTRACT No. 969 — ROAD Nos. 23, COUNTY — 2.48 MILES	129 — E	RIE
Name and address of bidder	Amount	
Frank L. Cohen, Buffalo, N. Y	<b>\$26,595</b>	
Carlisle O. Landel, Tonawanda, N. Y	29,654	
Awarded to Frank L. Cohen.		
REPAIR CONTRACT No. 987 — ROAD No. 253 — MOR — 0.79 MILE	NROE COUL	NTY
Whitmore-Rauber-Vicinius, Inc., Rochester, N. Y.	\$25,917	50
Roco Co., Inc., Rochester, N. Y	26,432	00
Peter F. Connolly Co., Horseheads, N. Y	26,768	50
Awarded to Whitmore-Rauber-Vicinius, Inc.		
Repair Contract No. 990 — Road No. 475 — Niac — 2.22 Miles	ara Cour	TY
No proposals received.		
REPAIR CONTRACT No. 988 — ROAD No. 657 — W COUNTY — 5.08 MILES	Vestches	rer
Samuel Beskin, Beacon, N. Y	\$55,059	80
Harper & Higginson, Inc., Newburgh, N. Y	56,671	
H. B. Sproul Const. Co., Inc., Peekskill, N. Y	62,144	
Awarded to Samuel Beskin.		<b>=</b>
Sealed proposals were received by the State Co	mmiggion	of

Sealed proposals were received by the State Commission of Highways at its office, No. 55 Lancaster street, Albany, N. Y., for construction of public highways by State Aid, on Friday, the 14th day of July, 1916.

 ROAD No. 1405 — THOMPSON LAKE—VAN AUKEN CORNEB,

 ALBANY COUNTY — 2.93 MILES

 C. S. Mathusa, Albany, N. Y.
 \$35,875 25

 Albany Cons. Co., Albany N. Y.
 36,182 75

 D. I. Snell & Co., Canajoharie, N. Y.
 38,283 75

 The Lane Cons. Corp., Meriden, Conn
 40,222 50

Awarded to C. S. Mathusa.

ROAD No. 1380 — JAMESTOWN-ASHVILLE,	CHAUTAUQUA	COUNTY
5.65 Miles		

5.65 Miles
Name and address of bidder Amount
Fulton Eng. Co., Inc., Walton, N. Y \$123,132 30
George L. Maltby, Jamestown, N. Y
J. A. Hughes & Co., Jamestown, N. Y 134,096 10
Awarded to Fulton Eng. Co., Inc.
ROAD No. 1381 — FREDONIA-SOUTH DAYTON, PART 3, CHAUTAUQUA COUNTY — 3.90 MILES
No proposals received.
ROAD No. 1156 — Oxford Village, Chenango County — 0.82 Mile
A. B. Haight, Oxford, N. Y
Frank A. Bushley, Norwich, N. Y
Nash & Griffin, Norwich, N Y 16,945 60
Newport Cons. Co., Herkimer, N. Y
Awarded to A. B. Haight.
ROAD No. 1376 — BULL RUN-BLEECKER, FULTON COUNTY — 2.80 MILES
Eastover Cons. Co., Inc., Utica, N. Y \$45,834 10
All bids rejected.
ROAD NO. 1377 - GLOVERSVILLE-WEST PERTH, FULTON COUNTY

-- 3.74 MILES

Eastover Cons. Co., Utica, N. Y.....

All bids rejected.

BOAD No. 1408 - ALABAMA-BATAVIA, PAR	at 1, Genevee
County - 7.94 Miles	
Name and address of bidder	· Amount
Michael H. Ripton, Rochester, N. Y	\$90,091 50
Cold Springs Cons. Co., Buffalo, N. Y	•
L. H. Brotsch, Rochester, N. Y	
Frank J. Foote, Nunda, N. Y	
F. H. Rhodey, Albion, N. Y	•
Awarded to Michael H. Ripton.	
ROAD No. 1363 — PAINES HOLLOW-STONE HO. COUNTY — 5.67 MILES	rese, Herkimer
Albany Cons. Co., Albany, N. Y	\$56,909 25
Newport Cons. Co., Herkimer, N. Y	
All bids rejected.	
ROAD No. 1374 — ONEIDA CITY-WILLIAM S. COUNTY — 0.91 MILE	TREET, MADISON
Joseph Walker Cons. Co., Albany, N. Y	\$11,217 50
Fort Schuyler Cons. Co., Inc., Utica, N. Y	
H. A. Schaupp, Guilderland, N. Y	
Awarded to Joseph Walker Cons. Co.	
ROAD No. 1392 — RUSH-MENDON, PART 1, MOS 3.69 MILES	NBOE COUNTY
Chambers & Barnes, Rochester, N. Y	\$35,844 00
All bids rejected.	
ROAD No. 1393 — SCOTTSVILLE-RUSH, MONROE MILES	County — 5.27
L. H. Brotsch, Rochester, N. Y	\$62,500 00
Frank J. Foote, Nunda, N. Y	
	<del></del>

Awarded to L. H. Brotsch.

ROAD	No.	1344 — Green	CORNER-FRANCIS	Pond,	NABBAU
County — 3.38 Miles					

No proposals received.

# ROAD No. 773 — WENDELVILLE-LOCKPORT, PART, 2, NIATARA COUNTY — 2.38 MILES

No proposals received.

### ROAD No. 1354 — Syracuse-Otisco, Part 1, Onondaga County — 5.55 Miles

Name and address of bidder	Amount
Warner-Quinlan Asphalt Co., Syracuse, N. Y	\$65,602 50
Frank Malone, Syracuse, N. Y	66,890 00
Mondo Cons. Co., Inc., Syracuse, N. Y	67,680 00
Guy B. Dickson, Syracuse, N. Y	68,745 25

#### Awarded to Frank Malone.

## ROAD No. 1413 — HASTINGS PARISH, OSWEGO COUNTY — 2.04 MILES

Edwin Styring; Theresa, N. Y	<b>\$23,155</b> 25
Spellman-Oliver Company, Chautauqua, N. Y	24,270 35
Samuel Bonn, Syracuse, N. Y	24,286 90
The Lane Cons. Corp, Meriden, Conn	28,277 50

## Awarded to Edwin Styring.

## Road No. 1409 — Richfield Spgs-Winfield, Pt. 1 and 2, Otsego County — 7.87 Miles

J. L. Richmond, Hinkley, N. Y	<b>\$124,67</b> 3	00
Albany Cons. Co., Albany, N. Y	131,903	00
The Lane Cons. Corp., Meriden, Conn	132,445	00

#### Awarded to J. L. Richmond.

ROAD 'NO. 1388 — DEPEYSTER-OGDENSBURG — ST.	LAWREN	CE
County — 11.16 Miles	-	
Name and address of bidder	Amount	
Spellman-Oliver Cons. Co., Chateaugay, N. Y	\$99,239	
Arthur F. McConville, Ogdensburg, N. Y	106,940	
J. L. Richmond, Hinckley, N. Y	107,745	<b>40</b>
Patrick J. Kennedy, Utica, N. Y	109,197	50
Awarded to Spellman-Oliver Cons. Co.		==
ROAD No. 5612 — WADDINGTON MASSENA, PART 1 RENCE Co., — 9.12 MILES	, St. La	w-
Mecca Cons. Co., Inc., Morristown, N. Y	144,783	78
All bids rejected.		===
ROAD No. 1373 — HURLEY-KINGSTON, ULSTER COMMILES	J <b>nty</b> — 2	.73
Philip Kramer, Paterson, N. J	\$39,651	20
Fallkill Cons. Co., Poughkeepsie, N. Y	41,996	25
Harper & Higginson, Inc., Newburgh, N. Y	51,415	75
Awarded to Philip Kramer.		==
ROAD No. 1059 — CLYDE-RESORT, PART 3, WAYNE 1.88 MILES	COUNTY	
Chamers & Barnes, Rochester, N. Y	<b>\$</b> 15,128	00
N. Y	15,707	50
All bids rejected.		
ROAD No. 1060 — Lyons-Sodus Point, Parts Wayne County — 6.41 Miles	2 AND	3,
Thomas Grady, Rochester, N. Y	\$56,987	<b>50</b>
Frank J. Foote, Nunda, N. Y	60,499	<b>50</b>
Frank Malone, Syracuse, N. Y	60,825	00

Name and address of Mader	Amount
The Lane Cons. Corp., Meriden, Conn	\$62,096 50
Chamers & Barnes, Rochester, N. Y	63,885 75
Hendrickson-McCabe Cons. Co., Inc., Syracuse,	,
N. Y	69,230 00
· ·	<del></del>
Awarded to Thomas Grady.	
ROAD No. 5606 — TUCKAHOE-WHITE PLAINS, PARCHESTER COUNTY — 2.74 MILES	RT 2, WEST-
No proposals received.	
Proposals were received by the State Highway Coits office, No. 55 Lancaster street, Albany, N. Y., for public highways by State Aid on Friday, the 14th 1916.	the repair of
REPAIR CONTRACT No. 991 — ROAD No. 5137, COUNTY — 8.83 MILES	CATTARAGUS
P. H. Murray, Rochester, N. Y	\$29,657 55
N. Y	<b>30,02</b> 5 55
Flood & Van Wirt Co., Hudson Falls, N. Y	31,379 30
===	
Awarded to P. H. Murray.	
REPAIR CONTRACT No. 941 — ROAD No. 982, DBLAW — 5.77 MILES	ARE COUNTY
No proposals received.	
REPAIR CONTRACT No. 989 — ROAD No. 529, ERIE 3.55 MILES	COUNTY -
Thos. F. Murray, Leroy, N. Y	\$23,559 50 <b>25,315 0</b> 0

Awarded to Thos. F. Murray.

## REPAIR CONTRACT No. 937 — ROAD Nos. 434 435, 547, MASSAU COUNTY — 1.27 MILES

No proposals received.

Scaled proposals were received by the State Commission of Highways at its office, No. 55 Lancaster street, Albany, N. Y., for the completion of public highways by State Aid on Monday, the 7th day of August, 1916.

ROAD No. 5155—ALBANY GUILDERLAND, ALBANY COUNTY— 5.37 MILES

Name and address of bidder	Amount
S. B. Van Wagenen, Inc., Roundout, N. Y	\$11,935 75
Greece Cons. Co., Rochester, N. Y	11,947 50
Langan Cons. Corp., Albany, N. Y	12,900 00
W. L. Lawton, Glens Falls, N. Y	13,135 00

Awarded to S. B. Van Wagenen, Inc.

ROAD No. 1054 — ALDEN-DARIEN CENTER, GENESSEE COUNTY
3.88 MILES

Frank D. Van Horn, New York City	\$20,274 75
E. H. Brown, Hempstead, N. Y	20,568 60

### Awarded to Frank D: Van Horn:

ROAD NO. 5582 — LEROY-PAVILION, PART 2, GENESSEE COUNTY — 4.53 MILES

Wun. J. Kidd, New York City	<b>844,89</b> 3	00
C. R. Madden, Rochester, N. Y	55,352	45
F. J. Mumm Contg. Co., Inc., Buffalo, N. Y	65,094	00

Awarded to Wm. J. Kidd.

478 ANNUAL REPORT OF THE	
Road No. 1098 — Eagle Bay-Sixth Lake, H. — 4.22 Miles	AMILTON COUNTY
Name and address of bidder	Amount
R. A. Kelton, Albany, N. Y	\$35,020 46
The Lane Cons. Corp., Meriden, Conn	52,618 00
Fort Schuyler Cons. Co., Inc., Utica, N. Y	53,947 88
J. D. Moynehan, Mohawk, N. Y	
John A. Jova, Inc., Newburgh, N. Y	
Dale Engineering Co., Utica, N. Y	
Eastover Cons. Co., Utica, N. Y	
Phelan & Sullivan, Utica, N. Y	
Awarded to R. A. Kelton.	•
ROAD NO. 5563 — LOCKPORT-McNalls, NIA 5.07 MILES	gara County—
Frank D. Van Horn, New York City	•
Hammond-Tracey Cons. Co., Inc., Middlepo	ort, 69,979 50
Awarded to Frank D. Van Horn.	
ROAD No. 986 — FOSTERDALE-MONGAUP VA	LLEY, SULLIVAN
Frank D. Van Horn, New York City	\$34,126 44
Hembdt & Washington, Monticello, N. Y	
Harper & Higginson, Inc., Newburgh, N. Y	•
Awarded to Frank D. Van Horn.	
ROAD No. 1109 — CAMBRIDGE-ASH GROVE, WAS — 2.06 MILES	HINGTON COUNTY
Lynden Contg. Corp., Albany, N. Y	\$19,081 20
Alfred H. Flinn, Albany, N. Y	

Awarded to Lynden Contg., Corp.

Sealed proposals were also received for the follo	wing repair
contracts:	
REPAIR CONTRACT No. 1001 — ROAD No. 125, Broce — 0.48 MILE	OME COUNTY
Name and address of bidder	Amount
Sherman Contg. Co., Inc., Oneonta, N. Y	\$14,967 00
All bids rejected.	
REPAIR CONTRACT No. 995 — ROAD No. 591, CAYUGA 2.76 MILES	A COUNTY
McGreevey, McGuigan & Baum Cons. Co., Elmira,	
N. Y	\$24,013 63
Flood & Van Wirt, Hudson Falls, N. Y	25,916 05
Semper Bros., Watertown, N. Y	27,217 18
=	
Awarded to McGreevey, McGuigan & Baum Const	t. Co.
REPAIR CONTRACT No. 707 — ROAD No. 259, CLING — 7.34 MILES	ron County
R. A. Kelton, Albany, N. Y	\$17,204 97
	Ψ×1,20× 01
Jas. Conway, Plattsburg, N. Y	•
Jas. Conway, Plattsburg, N. Y	20,064 11
Spellman-Oliver Co., Chateaugay, N. Y	•
	20,064 11 22,608 48
Spellman-Oliver Co., Chateaugay, N. Y	20,064 11 22,608 48
Spellman-Oliver Co., Chateaugay, N. Y  Awarded to R. A. Kelton.  REPAIR CONTRACT No. 998 — ROAD Nos. 258, 822, 8  COUNTY — 12.83 MILES	20,064 11 22,608 48 59, CLINTON
Spellman-Oliver Co., Chateaugay, N. Y	20,064 11 22,608 48 59, CLINTON \$4,664 55
Spellman-Oliver Co., Chateaugay, N. Y	20,064 11 22,608 48 59, CLINTON \$4,664 55 4,733 65
Spellman-Oliver Co., Chateaugay, N. Y	20,064 11 22,608 48 59, CLINTON \$4,664 55
Spellman-Oliver Co., Chateaugay, N. Y	20,064 11 22,608 48 59, CLINTON \$4,664 55 4,733 65
Spellman-Oliver Co., Chateaugay, N. Y	20,064 11 22,608 48 59, CLINTON \$4,664 55 4,733 65 5,240 55
Spellman-Oliver Co., Chateaugay, N. Y	20,064 11 22,608 48 59, CLINTON \$4,664 55 4,733 65 5,240 55
Spellman-Oliver Co., Chateaugay, N. Y	20,064 11 22,608 48 59, CLINTON \$4,664 55 4,733 65 5,240 55

Awarded to Nash & Griffin.

RHPAIR CONTRACT No. 959 — ROAD No. 36  COUNTY — 1.57 MILES  Name and address of bidder	DRIAWARE
Federal Pavement Corp., New York City	<b>\$35,021</b> 55
The Lane Const. Corp., Meridan, Conn	38,714 00
Wm. P. McDonald Const. Co., Albany, N. Y	38,786 00
Harry W. Roberts Co., Utica, N. Y	44,996 60
Awarded to Federal Pavement Corporation.	
REPAIR CONTRACT No. 941 — ROAD No. 982 COUNTY — 5.77 MILES	— Drilaware
Richard Hopkins, Troy, N. Y	<b>\$21</b> ,070 80
Awarded to Richard Hopkins.	
REPAIR CONTRACT No. 986—Road No. 537 COUNTY—1.19 MILES	— Dutchess
Thos. J. Martin, Beacon, N. Y	<b>\$</b> 6,747 00
Awarded to Thos. J. Martin.	
REPAIR CONTRACT No. 992 — ROAD NOS. 523, COUNTY — 9.40 MILES	, 524 — Eris
Richard Hopkins, Troy, N. Y	<b>\$</b> 58, <b>4</b> 65 <b>0</b> 0
Cold Spring Const. Co., Buffalo, N. Y	58,712 00
Bradley & McGreevey, Elmira, N. Y	58,846 50
John Johnson Const. Co., Buffalo, N. Y	59,552 00
J. A. Hughes & Co., Jamestown, N. Y	60,189 00
Henry P. Burgard Co., Buffalo, N. Y	64,497 00
Awarded to Richard Hopkins.	
REPAIR CONTRACT No. 997 — ROAD Nos. 5188, 75 —ESSEX COUNTY — 23.68 MILES	66, 5187, 5186
The Defiance Corp., Ticonderoga, N. Y	\$8,780 80
E. H. Brown, Inc., Hempstead, N. Y	9,189 62
H. A. Murphy, Albany, N. Y	9,263 80
Clarence E. Walker, Troy, N. Y	8,939 80

Awarded to The Defiance Corporation.

REPAIR CONTRACT No. 993 — ROAD No. 100 — MONROE COUNTY — 1.50 MILES
Name and address of bidder Amount
Harry W. Roberts & Co., Utica, N. Y
Langan Const. Corp., Albany, N. Y
Union Paving Co., Schenectady, N. Y 16,095 20
Federal Pavement Corp., New York City 16,339 90
Whitmore—Rauber & Vicinius, Rochester, N. Y 16,537 70
Ribstein-Holter Co., Inc., Rochester, N. Y 18,138 40
Midstein-Hotter Co., Inc., Rochester, W. 1 10,100 40
Awarded to Harry W. Roberts & Company.
REPAIR CONTRACT No. 845 — ROAD No. 436 — NASSAU COUNTY — 2.50 MILES
Wm. J. Kidd, New York City \$2,950 73
Awarded to Wm. J. Kidd.
REPAIR CONTRACT No. 937 — ROAD Nos. 434, 435, 547 — NASSAU COUNTY — 1.27 MILES
No proposals received.
No proposals received.
Repair Contract No. 990 — Road No. 475 — Niagara County  — 2.22 Miles
REPAIR CONTRACT No. 990 — ROAD No. 475 — NIAGARA COUNTY — 2.22 MILES
REPAIR CONTRACT No. 990 — ROAD No. 475 — NIAGARA COUNTY — 2.22 MILES  Chas. E. Haney, Camillus, N. Y
REPAIR CONTRACT No. 990 — ROAD No. 475 — NIAGARA COUNTY — 2.22 MILES  Chas. E. Haney, Camillus, N. Y
REPAIR CONTRACT No. 990 — ROAD No. 475 — NIAGARA COUNTY — 2.22 MILES  Chas. E. Haney, Camillus, N. Y
REPAIR CONTRACT No. 990 — ROAD No. 475 — NIAGARA COUNTY — 2.22 MILES  Chas. E. Haney, Camillus, N. Y
REPAIR CONTRACT No. 990 — ROAD No. 475 — NIAGARA COUNTY — 2.22 MILES  Chas. E. Haney, Camillus, N. Y
REPAIR CONTRACT No. 990 — ROAD No. 475 — NIAGARA COUNTY — 2.22 MILES  Chas. E. Haney, Camillus, N. Y
REPAIR CONTRACT No. 990 — ROAD No. 475 — NIAGARA COUNTY — 2.22 MILES  Chas. E. Haney, Camillus, N. Y
REPAIR CONTRACT No. 990 — ROAD No. 475 — NIAGARA COUNTY — 2.22 MILES  Chas. E. Haney, Camillus, N. Y

REPAIR CONTRACT No. 1002 — ROAD No. 1043 COUNTY — 1.31 MILES	— Onondaga
Name and address of bidder	Amount
F. H. Wells, Savanah, N. Y	<b>\$</b> 9,882 55
McGreevey, McGuigan & Baum Const. Co., Elmira,	
N. Y	9,938 05
J. H. Weidman, Syracuse, N. Y	10,175 05
Awarded to McGreevey, McGuigan & Baum Con	st. Co.
REPAIR CONTRACT No. 1004 - ROAD No. 76	— Onondaga
COUNTY - 1.00 MILE	
McGreevey, McGuigan & Baum Const. Co., Elmira,	
N. Y	\$7,039 50
Dale Engineering Co., Utica, N. Y	7,983 00
Awarded to McGreevey, McGuigan & Baum Con	st. Co.
REPAIR CONTRACT No. 994 — ROAD Nos. 146, 20 COUNTY — 1.95 MILES	7 — Ontario
COUNTY — 1.95 MILES	%11,163 00
County — 1.95 Miles Conners & Gallavan, Elmira, N. Y	
County — 1.95 Miles  Conners & Gallavan, Elmira, N. Y  Bradley & McGreevey, Elmira, N. Y	<b>\$11,163</b> 00
County — 1.95 Miles Conners & Gallavan, Elmira, N. Y	\$11,163 00 11,336 00
County — 1.95 Miles  Conners & Gallavan, Elmira, N. Y  Bradley & McGreevey, Elmira, N. Y  Sweeney & Boland, Rochester, N. Y	\$11,163 00 11,336 00 11,496 50
County — 1.95 Miles  Conners & Gallavan, Elmira, N. Y  Bradley & McGreevey, Elmira, N. Y  Sweeney & Boland, Rochester, N. Y  C. R. Madden, Rochester, N. Y	\$11,163 00 11,336 00 11,496 50 11,530 00
County — 1.95 Miles  Conners & Gallavan, Elmira, N. Y  Bradley & McGreevey, Elmira, N. Y  Sweeney & Boland, Rochester, N. Y  C. R. Madden, Rochester, N. Y  J. W. Brennan Const. Co., Inc., Geneva, N Y	\$11,163 00 11,336 00 11,496 50 11,530 00 12,294 00
County — 1.95 Miles  Conners & Gallavan, Elmira, N. Y	\$11,163 00 11,336 00 11,496 50 11,530 00 12,294 00 12,937 00
County — 1.95 Miles  Conners & Gallavan, Elmira, N. Y	\$11,163 00 11,336 00 11,496 50 11,530 00 12,294 00 12,937 00
County — 1.95 Miles  Conners & Gallavan, Elmira, N. Y	\$11,163 00 11,336 00 11,496 50 11,530 00 12,294 00 12,937 00
County — 1.95 Miles  Conners & Gallavan, Elmira, N. Y	\$11,163 00 11,336 00 11,496 50 11,530 00 12,294 00 12,937 00 ANGE COUNTY \$23,506 50
County — 1.95 Miles  Conners & Gallavan, Elmira, N. Y	\$11,163 00 11,336 00 11,496 50 11,530 00 12,294 00 12,937 00 ANGE COUNTY \$23,506 50 23,629 70

Awarded to Jacob Stemn.

STATE COMMISSIONER OF HIGHWAYS 485
REPAIR CONTRACT No. 818 — ROAD No. 733 —St. LAWRENCE COUNTY — 5.50 MILES
Name and address of bidder Amount
Lynden Contg. Corp., Albany, N. Y \$9,083 91
Arthur F. McConville, Ogdensburgh, N. Y 9,141 14
Awarded to Lynden Contg. Corporation.
REPAIR CONTRACT No. 1000 — ROAD Nos. 58, 59, 340, 442 AND 610 — SARATOGA COUNTY — 20.88 MILES
Paul Schultze, Albany, N. Y
D. Gaffney & Sons, Saratoga, N. Y 6,468 4
Awarded to Paul Schultze.
Sealed proposals were received by the State Commission of Highways at its office No. 55 Lancaster street, Albany, N. Y. for the improvement of public highways by State aid on Monday the 14th day of August, 1916.
Highways at its office No. 55 Lancaster street, Albany, N. Y. for the improvement of public highways by State aid on Monday
Highways at its office No. 55 Lancaster street, Albany, N. Y. for the improvement of public highways by State aid on Monda; the 14th day of August, 1916.  ROAD NO. 5614 — LOUDON-CRESCENT, Pt. 2, ALBANY COUNTY —
Highways at its office No. 55 Lancaster street, Albany, N. Y. for the improvement of public highways by State aid on Monday the 14th day of August, 1916.  ROAD NO. 5614 — LOUDON-CRESCENT, Pt. 2, ALBANY COUNTY — 0.10 MILE
Highways at its office No. 55 Lancaster street, Albany, N. Y. for the improvement of public highways by State aid on Monday the 14th day of August, 1916.  ROAD NO. 5614 — LOUDON-CRESCENT, Pt. 2, ALBANY COUNTY — 0.10 MILE  Brown & Lowe Co., Schenectady
Highways at its office No. 55 Lancaster street, Albany, N. Y. for the improvement of public highways by State aid on Monda; the 14th day of August, 1916.  ROAD NO. 5614 — LOUDON-CRESCENT, Pt. 2, Albany County— 0.10 Mile  Brown & Lowe Co., Schenectady
Highways at its office No. 55 Lancaster street, Albany, N. Y. for the improvement of public highways by State aid on Monday the 14th day of August, 1916.  ROAD NO. 5614 — LOUDON-CRESCENT, Pt. 2, Albany County— 0.10 Mile  Brown & Lowe Co., Schenectady
Highways at its office No. 55 Lancaster street, Albany, N. Y. for the improvement of public highways by State aid on Monday the 14th day of August, 1916.  ROAD NO. 5614 — LOUDON-CRESCENT, Pt. 2, Albany County— 0.10 Mile  Brown & Lowe Co., Schenectady
Highways at its office No. 55 Lancaster street, Albany, N. Y. for the improvement of public highways by State aid on Monda; the 14th day of August, 1916.  ROAD NO. 5614 — LOUDON-CRESCENT, Pt. 2, Albany County—0.10 Mile  Brown & Lowe Co., Schenectady
Highways at its office No. 55 Lancaster street, Albany, N. Y. for the improvement of public highways by State aid on Monday the 14th day of August, 1916.  ROAD NO. 5614 — LOUDON-CRESCENT, Pt. 2, Albany County—0.10 Mile  Brown & Lowe Co., Schenectady

Awarded to Frank Malone.

## ANNUAL REPORT OF THE

ROAD NO. 1435 - SOLON-GEE BROOK, PART 1, CORTLAND COUNTY - 6.07 MILES
Name and address of bidder Amount
Michael O'Brien, Cortland, N. Y
· · · · · · · · · · · · · · · · · · ·
Rossney Contracting Corp., Buffalo, N. Y 73,873 75
Awarded to Michael O'Brien.
ROAD No. 1439 — SIDNEY-MASONVILLE, DELAWARE COUNTY — 6.51 MILES
Albany Construction Co., Albany, N. Y \$92,554 25
All bids rejected.
ROAD No. 1446 — SOUTH NEWSTEAD-PETERS CORNERS, ERIE COUNTY — 0.91 MILE
No proposals received.
ROAD No. 1445 — EAST AURORA-LANCASTER, PART 2, ERIE COUNTY — 3.54 MILES
Wm. F. Felton, Buffalo, N. Y
All bids rejected.
Road No. 924- $\Lambda$ — Wales Center-Wales, Erie County — 6.03 Miles
Wm. F. Felton, Buffalo, N. Y
Frank J. Foote, Nunda, N. Y 64,461 50
Federal Paving Corp., New York City, N. Y 66,318 50
Awarded to Wm. F. Felton.
Awarded to win. F. Fellon.
ROAD NO. 1411 — WADHAMS MILLS-WALLONSBURG, ESSEX COUNTY — 4.95 MILES
No proposals received.
ROAD No. 1376 — BULL RUN-BLEECKER, FULTON COUNTY — 2.80 MILES

No proposals received.

ROAD No. 5523 — WELLS-SPECULATOR, PART 2, HAMILTON
COUNTY — 6.74 MILES
Name and address of bidder Amount
Albany Construction Co., Albany, N. Y \$117,238 50
Hassam Paving Co., Worcester, Mass
All bids rejected.
ROAD NO. 1362 — VANHORNESVILLE-STARKVILLE, HERKIMER COUNTY — 5.84 MILES
No proposals received.
Road No. 5617 — Watertown-Philadelphia, Part 2, Jefferson County — 5.03 Miles
Pathfinder Const. Co., Inc., Fulton, N. Y \$60,247 60 Joseph McCormick, East Providence, R. I 66,758 60
Awarded to Pathfinder Const. Co., Inc.
ROAD No. 513 —AMSTERDAM-MORRIS CORNER, MONTGOMERY COUNTY — 2.49 MILES
No proposals received.
ROAD No. 773 — WENDELLVILLE-LOCKPORT, PART 2, NIAGARA COUNTY — 2.38 MILES
Cold Spring Const. Co., Buffalo, N. Y \$25,443 00
Carlisle O. Landel, Tonawanda
Awarded Cold Spring Const. Co.
ROAD NO. 1355 - NORTH WESTERN-BOONVILLE, PART 1, ONEIDA COUNTY - 6.15 MILES
Albany Const. Co., Albany, N. Y
All bids rejected.

ROAD NO. 1415 - CHAPIN-PALMYRA, PART 1, ONTARIO	Countr
- 3.95 MILES	

MOAD NO. 1415 — CHAPIN-PALMYRA, PART 1, ONT — 3.95 MILES	ARIO COUNTY
Name and address of bidder	A 4
	Amount #40.010.50
Chambers & Barnes, Rochester, N. Y	<b>\$40,219</b> 50
W. J. Semper, Watertown, N. Y	<b>43,656</b> 40
Awarded to Chambers & Barnes.	
ROAD No. 1427 — FULTON-VOLNEY, PART 1, OSWEG 0.57 MILE	60 COUNTY —
Samuel Bonn, Syracuse, N. Y	\$8,731 40
Pathfinder Const. Co., Inc., Fulton, N. Y	8,920 85
Ralph F. Kelly, Oswego, N. Y	9,121 10
William R. Kimmey, Albany, N. Y	9,531 75
ROAD NO. 1421 — CENTER BERLIN-PETERSBURGH, COUNTY — 7.20 MILES	
The Lane Const. Corp., Meriden, Conn	\$91,571 25
Perine Const. Co., Ashland, Mass	104,729 00
Martin Murray & Co., Inc., Troy	90,664 00
Albany Const. Co., Albany	93,945 00
J. B. Dower, Ballston Spa	93,945 50
John R. Arborio, New Haven, Conn	93,971 50
Awarded to Martin Murray Co., Engs. and Contr	gs., Inc.
ROAD NO. 1448 — SUFFERN-MT. IVY, ROCKLAN — 8.62 MILES	COUNTY
Samuel Beskin, Beacon, N. Y	\$71,930 00
Coe & Blanchard, Suffern	
•	72,980 50
John J. Guinan Const. Co., New York city	72,980 50 74,171 50

Awarded to Samuel Beskin.

John A. Jova, Inc., Newburgh, N. Y.....

74,210 41

DIATE COMMISSIONER OF III WILL	,	
ROAD No. 325 — CENTER ROAD-FAYETTE, PART COUNTY — 2.95 MILES	2, SENEC	A
Name and address of bidder	Amount	
Thomas F. Murray, LeRoy, N. Y	\$37,709	40
Awarded to Thomas F. Murray.		
Road No. 1453 — Vischers Ferry-Niskayuna, County — 1.95 Miles	SCHENECT	ADY
J. J. Malloy, Schenectady	\$19,330	50
Awarded to J. J. Malloy.		
ROAD No. 1399 — WATERLOO VILLAGE: FAYET SENECA COUNTY — 0.24 MILE	TE STREET	,
McMahon & Farrington, Waterloo, N. Y	\$3,162	10
Awarded to McMahon & Farrington.		<del></del>
ROAD No. 1078 — WAVERLY-LOCKWOOD, TIOGA 6.00 MILES	County -	-
The Lane Const. Corp., Meriden, Conn	\$68,043	75
Peter F. Connolly & Co., Horseheads, N. Y	69,739	
F. P. Meckes, Long Pond., Pa	77,107	
T. H. Gill Co., Binghamton, N. Y	71,956	
Dana W. Robbins, Inc., New York city	69,410	
Frank J. Foote, Nunda, N. Y.	69,878	
Trank of Poole, Nunda, N. 1	00,010	
Awarded to Lane Const. Corp.		
Road No. 1433 — Cortland-Groton, Parts 3 and County — 5.86 Miles	4, Томрк	INS
Frank J. Foote (unsigned), Nunda, N. Y	\$84,498	45
Dana W. Robbins, Inc., New York city	86,956	
J. H. Weidman, Syracuse, N. Y	90,299	
T. H. Gill Co., Binghamton, N. Y	87,390	
Bradley & McGreevey, Elmira, N. Y	87,871	
Awarded to Dana W. Robbins, Inc.		

Roko No.	1417 — Wallkill-Newburg,	PART	1,	Ulster
	County - 3.12 Miles			

County — 3.12 Miles	
Name and address of bidder	Amount
John A. Jova, Inc., Newburgh, N. Y	<b>\$35,967</b> 01
Harper & Higginson, Inc., Newburgh, N. Y	36,776 20
=	
All bids rejected.	
ROAD No. 1436 - GREENWICH VILLAGE: ELM AV	VENUE MAIN,
BRIDGE AND EDDY STREETS, WASHINGTON CO	UNTY — 1.43
MILES	
Keeseville Road Co., Inc., Keeseville, N. Y	\$62,961 50
John B. Dower, Ballston Spa, N. Y	63,659 00
Wm. Presley, New York City	65,502 50
• • • • • • • • • • • • • • • • • • •	

#### Awarded to Keeseville Road Co., Inc.

Gifford Const. Co., Jamaica, N. Y.....

Sealed proposals were received by the State Commission of Highways at its office No. 55 Lancaster street, Albany, N. Y., for the improvement of public highways by State aid, on Wednesday the 16th day of August, 1916.

67,087 50

ROAD NO. 5615 — BELFAST-CANEADEA, ALLEGANY COUNTY — 9.07 MILES

Frank J. Foote, Nunda, N. Y	\$111,063	00
W. J. Fox, Oramel, N. Y	120,334	60
J. A. Hughes, Jamestown, N. Y	112,200	00
Bison City Engr. & Cont'g Co., Inc., Buffalo, N. Y.	118,033	50

Awarded to Frank J. Foote.

ROAD No. 1450 — CASTLE CREEK-WHITNEY POINT, BROOME COUNTY — 6.93 MILES

T. H. Gill Co., Binghamton, N. Y..... \$103,690 50

All bids rejected.

Road No. 5607 — Franklinville-Machias, Car County — 4.73 Miles	rtabaugus
Name and address of bidder	Amount
Wm. F. Felton, Buffalo, N. Y	<b>\$</b> 75,952 <b>2</b> 5
All bids rejected.	
ROAD No. 1440 — FRANKLIN-UNADILLA, PART 1 COUNTY — 3.39 MILES	, DELAWARE
Woodruff-Edgecomb Co., East Branch, N. Y	\$16,601 00
Brady-Oltarsh Co., Inc., Johnstown, N. Y	46,330 00
Fulton Eng. Co., Inc., Albany, N. Y.	46,628 00
Awarded to Brady-Oltarsh Co., Inc.	
ROAD No. 1334-A TRANSIT, PART 4, ERIE CO	UNTY — 3.18
Carlisle O. Landel, Tonawanda, N. Y	\$43,807 00
Louis H. Gipp, Buffalo, N. Y	46,900 00
Awarded to Carlisle O. Landel.	
ROAD No. 1334-B — TRANSIT, PART 4, ERIE CO	UNTY — 1.12
Arthur J. Shaw, Jr., & George Perrin, Batavia,	
N. Y	<b>\$</b> 38,629 00
Louis H. Gipp, Buffalo, N. Y	41,935 00
Bison City Eng. & Cont'g Co., Inc., Buffalo, N. Y.	43,807 00
Awarded to Arthur J. Shaw, Jr., & George Perrin	1.
Road No. 1443 — North Collins-Langford, Err 5.09 Miles	E COUNTY -
Frank J. Foote, Nunda, N. Y	\$59,768 00
John Johnson Const. Co., Buffalo, N. Y	60,816 50
=	

Awarded to Frank J. Foote.

ROAD No. 5602 — MALONE VILLAGE, MAIN AND ELM STREETS, FRANKLIN COUNTY — 1.99 MILES
Name and address of bidder Amount
Arthur F. McConville, Ogdensburg, N. Y \$67,120 75
John B. Dower, Ballston Spa., N. Y 67,274 00
, , , , , , , , , , , , , , , , , , , ,
P. J. Kennedy, Utica, N. Y
Awarded to Arthur F. McConville.
ROAD No. 621 — St. Johnsville-Oppenheim, Part 2, Fulton County — 2.90 Miles
No proposals received.
ROAD NO. 1363 — PAINES HOLLOW-STONE HOUSE, HERKIMER COUNTY — 5.67 MILES
No proposals received.
ROAD No. 5618 — CARTHAGE-ANTWERP, PART 4, JEFFERSON COUNTY — 4.05 MILES
P. J. Kennedy, Utica, N. Y
Rock & Griffin Co., Watertown, N. Y 61,195 05
Pathfinder Const. Co., Inc., Fulton, N. Y
· · · · · · · · · · · · · · · · · · ·
Spellman Oliver Co., Chateaugay, N. Y 61,878 30
Awarded to P. J. Kennedy.
ROAD No. 1392 — RUSH-MENDON, PART 1, MONROE COUNTY — 3.69 MILES
Michael Murphy, Rochester, N. Y \$38,994 50
All bids rejected.
ROAD NO. 5590 — LEWISTON HEIGHTS-LEWISTON, NIAGARA COUNTY — 0.61 MILE
John Johnson Cons. Co., Buffalo, N. Y
All bids rejected.

ROAD NO. 1356 — NORTH WESTERN-BOONVILLE, PA COUNTY — 5.74 MILES	RT 2, ONE	IDA
Name and address of bidder Albany Const. Co., Albany	Amount \$70,022	
All bids rejected.		•
ROAD 5616 — COHOCTON-NAPLES, PART 2, ONTARI 2.26 MILES	ο ('ουντν	: —
Atlanta Const. Co., Atlanta, N. Y	\$26,961	01
Steuben Const. Co., Hornell, N. Y	27,017	
W. J. Semper, Watertown, N. Y	30,464	
Awarded to Atlanta Const. Co.		
ROAD NO. 1430 —ALBION VILLAGE, MAIN STREE COUNTY — 1.32 MILES	et, Ori.e.	a X s
F. H. Rhodey, Albion	\$89,975	00
Lewis H. Brotsch, Rochester, N. Y	91,000	00
Thos. Fitzgerald Co., Fredonia, N. Y	92,573	00
John Johnson Const. Co., Buffalo, N. Y	95,745	00
Hembdt & Washington, Monticello, N. Y	97,876	00
Awarded to F. H. Rhodey.		
ROAD No. 1428 — SANDY CREEK-SMARTVILLE, OSW 6.36 MILES	ego Coux	NTY
Samuel Bonn, Syracuse, N. Y	\$74,840	65
Bison City Eng. Contg. Co., Inc., Buffalo, N. Y	76,511	25
Dale Eng. Co., Utica, N. Y	77,428	25
Awarded to Samuel Bonn.		·
ROAD NO. 1422 — CASTLETON-EAST SCHODACK, RENSSELAER COUNTY — 4.87 MILES	, PART 1,	
Fred E. Ellis, Melrose, Mass	\$57,590	50

Awarded to Fred E. Ellis.

ROAD No. 1389 — GOUVERNEUR-EDWARDS, PART 2, St. LAW-BENCE COUNTY — 4.60 MILES

No proposals received.

# ROAD NO. 1454 — DUANESBURG-ESPERANCE, SCHENECTADY COUNTY — 6.33 MILES

Name and address of bidder	Amount
Albany Const. Co., Albany, N. Y	\$74,500 50
The Lane Const. Corp., Meriden Conn	75,480 50
J. J. Malloy, Schenectady, N. Y	75,805 00
Green & Miller, Schenectady, N. Y	77,715 25
D. I. Snell & Co., Canajoharie, N. Y	79,681 50

Awarded to Albany Const. Co.

Road No. 1420 — Bradford-Tyrone, Schuyler County — 3.01 Miles

Willis L. Frost, Watkins, N. Y	\$29,888 00
John W. Gurnett, Watkins, N. Y	26,618 00
Atlanta Const. Co., Atlanta, N. Y	32,733 01

Awarded to John W. Gurnett.

ROAD No. 1400 — WATERLOO-BURNS CORNER, SENECA COUNTY
4.89 MILES

J. W. Brennan Const. Co., Inc., Geneva, N. Y... \$59,908 50

Awarded to J. W. Brennan Const. Co., Inc.

ROAD No. 1452 — RICHFORD-HARFORD MILLS, TIOGA COUNTY
— 5.50 MILES

Dana W. Robbins, Inc., New York, N. Y...... \$72,025 50

Awarded to Dana W. Robbins, Inc.

Road No. 1431 — Brockton-Speedsville, Part ville Springs, Caroline, Part 2, Tompkins C Miles	•	
Name and address of bidder	Amount	
Fort Schuyler Const. Co., Inc., Utica, N. Y	\$42,845	80
Patrick D. Conley, Ithaca, N. Y	•	50
Awarded to Fort Schuyler Const. Co., Inc.		
ROAD NO. 1418 — MILTON LANDING-MILTON, UT — 0.55 MILE	LSTER COUL	NTY
Fallkill Const. Co., Inc., Poughkeepsie	<b>\$14,194</b>	50
Harper & Higginson, Inc., Newburgh, N. Y	•	
All bids rejected.		
ROAD No. 1437 — SCHUYLERVILLE-GREENWICH, COUNTY — 4.58 MILES	WASHINGT	гох
Keesville Road Co., Inc., Keesville, N. Y	<b>\$</b> 42,479	50
Awarded to Keesville Road Co., Inc.		
Road No. 5606 — Tuckahoe-White Plains, P chesetr County — 2.74 Miles	ART 2, WE	es <b>t</b> -
James V. Trois, Mt. Vernon, N. Y	\$46,213	70
:		

Sealed proposals were received by the State Commission of Highways at its office No. 55 Lancaster street, Albany, N. Y., for the improvement of highways, Friday, August 18, 1916.

ROAD No. 1449 — BROOME COUNTY, MAINE-GLEN AUBREY — 5.35 MILES

No proposals received.

All bids rejected.

ROAD No. 5608 — MACHIAS-DELEVAN, PART 1,  COUNTY —2.17 MILES  Name and address of bidder  Wm. F. Felton, Buffalo, N. Y	CATTARAUGUS  Amount \$34,159 65
:	<del></del>
All bids rejected.	
ROAD No. 1379 — JAMESTOWN CITY; FOOTE AVE. COUNTY — 0.74 MILE	, CHAUTAUQUA
John Johnson Const. Co., Buffalo, N. Y Clyde G. Jones & H. A. Hotchkins, Jamestown,	<b>\$36,320</b> 50
N. Y:	40,809 50
Elmer M. Love & Son, Corry, Pa	41,628 00
•	
Awarded to John Johnson Const. Co.	
ROAD No. 1381 — FREDONIA-SOUTH DAYTON, P. TAUQUA COUNTY — 3.90 MILES No proposals received.	art 3, Chau-
200 proposato received.	
ROAD NO. 1441 —DELANCEY-DELHI, DELAWARE C MILES	OUNTY — 4.31
Brady Oltarsh Const. Co., Johnstown, N. Y	<b>\$70,380</b> 50
Fulton Eng. Co., Inc., Albany, N. Y	70,811 00
John A. Jova, Inc., Newburgh, N. Y	74,680 50
The Albany Const. Co., Menands, N. Y	77,248 05
=======================================	
Awarded to Brady Oltarsh Const. Co.	
ROAD No. 1444 — HUNTS CORNERS-AKRON, ERS 3.75 MILES	E COUNTY-
Cold Spring Coust. Co., Buffalo, N. Y	\$32,725 25
Michael H. Ripton, Rochester, N. Y	33,388 25
Louis H. Gipp, Buffalo, N. Y	33,688 00
=	

ROAD NO. 1447 — BRANT-NORTH COLLINS, ERIE COUNTY — 4.50 MILES

No proposals received.

ROAD No. 5622 — HOLLAND-YORKSHIRE, PART 1, ERIE COUNTY 5.19 MILES

All bids rejected.

ROAD NO. 5613 — MALONE-CHATEAUGAY, FRANKLIN COUNTY — 10.36 MILES

W. T. Thayer & Co., Chateaugay, N. Y............ \$124,417 40
 DeGraff & Hogeboom, Inc., Kingston, N. Y................. 125,514 60

Awarded to W. T. Thayer & Co.

ROAD NO. 1377 — GLOVERSVILLE-WEST PERTH, FULTON COUNTY — 3.74 MILES

No proposals received.

ROAD NO. 514 — SNOOKS CORNERS-AMSTERDAM, MONTGOMERY
COUNTY —2.70 MILES

No proposals received.

ROAD No. 1344 — Green Corners-Francis Pond, Nassau County — 3.38 Miles

 Joseph Capek, Inc., Astoria, N. Y.
 \$44,007 00

 E. T. Eggleston, Yonkers, N. Y.
 45,115 50

 H. J. Mullen Contg. Co., Inc., Jamaica, N. Y.
 49,784 50

 Rosenthal Eng. Contg. Co., Inc., Brooklyn, N. Y.
 56,751 50

Awarded to Joseph Capek, Inc.

ROAD	No.	5620 — Geneva	CITY-LAKE	STREET,	ONTARIO
		Corxxy-	-0.82 MILE		

COUNTY — 0.82 MILE	UNTARIO
Name and address of bidder	Amount
F. A. Bushley, Norwich, N. Y	\$11,972 50
Sweeney & Boland, Rochester, N. Y	12,165 90
J. W. Brennan Const. Co., Inc., Geneva, N. Y	12,347 00
Awarded to F. A. Bushley.	
ROAD NO. 1408 — THREE MILE POINT-SPRINGFIE WARREN, OTSEGO COUNTY — 8.13 MILES	
Newport Const. Co., Herkimer, N. Y	\$88,649 50
=	
Awarded to Newport Const. Co.	
Road No. 1423 — Speigletown-Tomhannock Resisted Road No. 1423 — Speigletown-Tomhannock Resisted Road No. 1423 — 6.34 Miles	EVOIR, RENS-
No proposals received.	
Road No. 5612 Waddington-Massena, Part 1, St Couty — 9.12 Miles	. LAWRENCE
Mecca Const. Co., Morristown, N. Y	<b>\$144</b> ,830 28
All bids rejected.	

ROAD No. 5598 - SOUTH GLENS FALLS VILLAGE: SARATOGA AVENUE AND MAIN STREET SARATOGA COUNTY - 1.10 MILES

John B. Dower, Ballston Spa., N. Y...... \$70,480 00 Joseph Fredella, Glens Falls, N. Y..... 76,364 00

Awarded to John B. Dower.

ROAD NO. 5619 — CENTRAL BRIDGE; QUAKER STREET, PART 1, SCHOHARIE COUNTY — 2.73 MILES
Name and address of bidder Amount
The Lane Const. Corp., Meriden, Conn \$33,838 00
Green & Miller, Schenectady, N. Y
D. I. Snell & Co., Canajoharie, N. Y 37,063 50
Albany Const. Co., Albany, N. Y
John A. Jova, Inc., Newburgh, N. Y
II. A. Schaupp, Guilderland, N. Y
Awarded to The Lane Const. Corp.
ROAD No. 1401 — WILLARD-OVID, SENECA COUNTY — 2.13 MILES
H. A. Schaupp, Guilderland, N. Y \$25,172 35
All bids rejected.
zzi stab zojectoa.
ROAD No. 1416 — SENECA FALLS-CLYDE, PART 1, SENECA COUNTY — 2.63 MILES
Dale Engineering Co., Utica, N. Y \$27,394 25
Bradley & McGreevey, Elmira, N. Y 27,786 25
H. A. Schaupp, Guilderland, N. Y
Awarded to Dale Engineering Co.
ROAD No. 1432 — WEST DANBY-WEST DANBY STATION, TOMP- KINS COUNTY — 0.43 MILE
Patrick D. Conley, Ithica, N. Y
Awarded to Patrick D. Conley.
Road No. 1434 — ITHACA CITY; MITCHELL STREET, TOMPKINS COUNTY — 0.61 MILE
Patrick D. Conley, Ithica, N. Y
Awarded to Patrick D. Conley.

ROAD No. 1419 — ROSENDALE VILLAGE, ULSTER COUNTY — 3.17
MILES

Name and address of bidder	Amount
George H. McEvoy, Creek Locks, N. Y	\$41,271 90
Harper & Higginson, Inc., Newburgh, N. Y	43,459 50

Awarded to George H. McEvoy.

ROAD No. 1438 — GREENWICH-CAMBRIDGE, WASHINGTON COUNTY — 6.98 MILES

Gifford Const. Co., Jamaica, N. Y	\$98,217	00
The Lane Const. Corp., Meriden, Conn	99,739	00
St. Lawrence Const. Co., Inc., Albany, N. Y	103,106	00

Awarded to Gifford Const. Co.

ROAD No. 1059 — CLYDE-RESORT, PART 3, WAYNE COUNTY — 1.88 MILES

No proposals received.

ROAD No. 1370 — HARTS CORNER-WHITE PLAINS, WESTCHESTER
COUNTY —1.74 MILES

Summit Engr. & Const. Co., New York City..... \$50,555 20

All bids rejected.

Sealed proposals were received by the State Highway Commission on Monday, September 18, 1916, for the improvement by State aid of the following highways:

ROAD No. 1449 — MAINE-GLEN AUBREY, BROOME COUNTY — 5.35 MILES

No proposals received.

Road No. 1450 — Castle Creek-Whitney Point, Broome County — 6.93 Miles

No proposals received.

ROAD No.	5623 — Oxford-Soldiers Home,	CHENANGO
	COUNTY — 1.30 MILES	

Name and address of bidder	Amount	
A. B. Haight, Oxford, N. Y	\$21,329	40
Padelford & King, Sherburne, N. Y	22,180	15
H. A. Schaupp, Guilderland, N. Y	22,360	15

Awarded to A. B. Haight.

Road No. 763 — Hollowville-Craryville, Columbia County — 7.14 Miles (Completion Contract)

No proposals received.

ROAD No. 1439 — SIDNEY-MASONVILLE, DELAWARE COUNTY — 6.51 MILES

Hovey E. Benedict, Williamsport, Pa....... \$89,961 00 Edward B. Abrogast, Stroudsburg, Pa...... 90,504 00

Awarded to Hovey E. Benedict.

ROAD NO. 1445 — EAST AURORA-LANCASTER, PART 2, ERIE COUNTY, 3.54 MILES

Mosier & Summers, Inc., Buffalo, N. Y..... \$59,998 00

All bids rejected.

ROAD No. 1446 — SOUTH NEWSTEAD-PETERS CORNERS, ERIE COUNTY — 0.91 MILES

No proposals received.

ROAD NO. 5622 — HOLLAND-YORKSHIRE, PART 1, ERIE COUNTY — 5.19 MILES

No proposals received.

All bids rejected.

ROAD No. 1459 — WAYLAND-DANSVILLE, PART 2, LIVINGSTON COUNTY — 1.47 MILES
Name and address of bidder Amount
Bradley & McGreevey, Elmira, N. Y \$19,595 21
Kennedy Const. Co., Albany, N. Y 19,999 00
· · · · · · · · · · · · · · · · · · ·
, , ,
Dale Engineering Co., Utica, N. Y
William R. Kimmey, Albany, N. Y 21,426 50  Awarded to Bradley & McGreevey.
ROAD NO. 573-A — SEA BREEZE-NINE MILE POINT, MONROE COUNTY — 0.11 MILES C. W. Reynolds, New York city
Awarded to C. W. Reynolds.
ROAD No. 513 — AMSTERDAM-MORRIS CORNER, MONTGOMERY COUNTY — 2.49 MILES
No proposals received.
ROAD No. 514 — Snooks Corners-Amsterdam, Montgomery County — 2.70 Miles
No proposals received.
ROAD No. 515 — BERRYVILLE-SAMMONSVILLE, MONTGOMERY COUNTY — 1.61 MILES
No proposals received.
Road No. 517 — Palatine Bridge-Stone Arabia, Montgomery County — 3.70 Miles
No proposals received.
Road No. 1396 — Sheridan Boulevard-Burnside Avenue and Rockaway Turnpike, Nassau County — 2.99 Miles
Rosenthal Eng. and Contg. Co, Inc., Brooklyn, N. Y \$118,052 75

ROAD No.	5590 — Lewiston	Heights-Lewiston,	NIAGARA
	County -	-0.61 MILE	

No proposals received.

ROAD	No.	562	4 — Rіснғ	IELD S	Sprie	vgs Vi	llage-Cii	URCH,
Pro	SPECT	AND	Bronner	STREE	rs, (	TSEGO	County-	- 1.05
MIL	ES				-			

Name and address of bidder	Amount
Union Paving Co., Schenectady, N. Y	\$26,537 40
Federal Pavement Corp., New York city	26,867 00
Harry W. Roberts Co., Inc., Utica, N. Y	26,954 00
Langan Const. Corp., Albany, N. Y	27,547 40

Awarded to Union Paving Co.

ROAD NO. 1455 — Brewster-Connecticut State Line, Putnam County — 3.42 Miles

Awarded to John Arborio.

ROAD NO. 1423 — Speigletown-Tomahanick Reservoir, Rensselaer County — 6.34 Miles

The Belmar Contg. Co., Troy, N. Y...... \$84,591 75

All bids rejected.

ROAD NO. 5519 — MALTA-BALLSTON SPA, SARATOGA COUNTY — 3.73 MILES

Awarded to Frank D. Van Horn (completion contract).

ROAD No. 5545 — SCHENECTADY-DUANESBURG, PART 2, SCHENECTADY COUNTY — 5.62 MILES

Awarded to Green & Miller (completion contract).

Road No. 1401 — WILLARD-OVID, SENECA COUN	тт — 2.1	3
Name and address of bidder	1 m. c.um t	
	Amount	
Hovey E. Benedict, Williamsport, Pa	\$22,180	49
Awarded to Hovey E. Benedict.		
Road No. 1308 — Hawthorne-Pleasantville, V County — 2.13 Miles	VESTCHES	rer
John Λ. Jova, Inc., Newburgh, N. Y	\$22.515	62
Jas. V. Troisi, Mt. Vernon, N. Y		
=		
Awarded to John A. Jova (completion contract)	•	
ROAD NO. 1456 — WESTCHESTER AVENUE-WEST COUNTY — 1.09 MILES	TCH <b>ESTER</b>	
Daly & Merritt, Portchester, N. Y	\$44,153	00
All bids rejected.	<del></del>	
ROAD NO. 1457 — LAKE STREET, RIDGE STREET AN AVENUE, WESTCHESTER COUNTY — 4.62 M		30 <b>X</b>
AVENUE, WESTCHESTER COUNTY - 4.62 M	ILES	
AVENUE, WESTCHESTER COUNTY — 4.62 M Smith Bros. Contg. Co., Pelham, N. Y	1LES \$65,296	10
AVENUE, WESTCHESTER COUNTY — 4.62 M. Smith Bros. Contg. Co., Pelham, N. Y	\$65,296 69,828	10 60
AVENUE, WESTCHESTER COUNTY — 4.62 M Smith Bros. Contg. Co., Pelham, N. Y	\$65,296 69,828 75,056	10 60 50
AVENUE, WESTCHESTER COUNTY — 4.62 M. Smith Bros. Contg. Co., Pelham, N. Y	\$65,296 69,828	10 60 50
AVENUE, WESTCHESTER COUNTY — 4.62 M Smith Bros. Contg. Co., Pelham, N. Y	\$65,296 69,828 75,056	10 60 50
AVENUE, WESTCHESTER COUNTY — 4.62 M Smith Bros. Contg. Co., Pelham, N. Y	\$65,296 69,828 75,056 98,027	10 60 50 60
AVENUE, WESTCHESTER COUNTY — 4.62 M Smith Bros. Contg. Co., Pelham, N. Y	\$65,296 69,828 75,056 98,027	10 60 50 60 ———
AVENUE, WESTCHESTER COUNTY — 4.62 M: Smith Bros. Contg. Co., Pelham, N. Y	\$65,296 69,828 75,056 98,027 eptember	10 60 50 60 18,
AVENUE, WESTCHESTER COUNTY — 4.62 M Smith Bros. Contg. Co., Pelham, N. Y	\$65,296 69,828 75,056 98,027 eptember	10 60 50 60 —————————————————————————————
AVENUE, WESTCHESTER COUNTY — 4.62 M Smith Bros. Contg. Co., Pelham, N. Y	\$65,296 69,828 75,056 98,027 eptember OAD No. 1 \$15,237 15,381	10 60 50 60 =============================
AVENUE, WESTCHESTER COUNTY — 4.62 M Smith Bros. Contg. Co., Pelham, N. Y	\$65,296 69,828 75,056 98,027 eptember	10 60 50 60 =============================

REPAIR	CONTRACT	No.	999 — Onondago	COUNTY,	ROAD	No.
		10	39 — 2.61 MILES			

Name and address of bidder	Amount	
John H. Weidman, Syracuse, N. Y	\$11,565	25
McGreevey, McGuigan & Baum Const. Co.,		
Elmira, N. Y	11,583	10
Rock & Griffin Co., Watertown, N. Y	12,143	25
Newport Const. Co., Herkimer, N. Y	12,492	25
Charles H. Semper, Syracuse, N. Y	12,510	<b>30</b>
Pathfinder Const. Co., Inc., Fulton, N. Y	12,541	20

Awarded to John H. Weidman.

Repair Contract No. 1005 — Albany County, Roads 1220, 365, 5501, 367, 198, 366, 178, 192, 177

Thos. J. Martin, Beacon, N. Y	\$11,710 30
The Defiance Corp., Ticonderoga, N. Y	12,084 30
Edward Hartney, Modena, N. Y	12,220 30

Awarded to Thos. J. Martin.

Sealed proposals were received on Thursday, October 26th, 1916, for the construction of the following highways by the State Commission of Highways at their office, No. 55 Lancaster street, Albany, N. Y.

ROAD NO. 1468 — COEYMANS INDIAN FIELDS, PART 1, ALBANY
COUNTY — 1.45 MILE

No proposals received.

ROAD NO. 5607 — FRANKLIN-MACHIAS, CATTARAUGUS
COUNTY — 4.73 MILES

The Vedder Cons. Co., Delevan, N. Y	\$72,798	00
Wm. F. Felton, Buffalo, N. Y	74,484	75

Awarded to Vedder Cons. Co.

ROAD No. 5608 — MACHIAS-DELEVAN, PART 1, COUNTY — 2.17 MILES	Cattarau	GUS
Name and address of bidder	Amount	
The Vedder Cons. Co., Delevan, N. Y	\$33,179	90
Wm. F. Felton, Buffalo, N. Y	33,763	
WILL F. Fellon, Dunaio, N. I	55,105	UU
=		
Awarded to Vedder Cons. Co.		
ROAD No. 686-A — WEEDSPORT-CATO, CAYUGA CO	OUNTY 0	.12
C. E. Rice, Weedsport, N. Y	\$3,014	24
Kennedy Cons. Co., Albany, N. Y.	3,776	
remedy cons. co., minney, iv. 1	0,110	UU
=		
Awarded to C. E. Rice.		
ROAD NO. 1381 — FREDONIA-SOUTH DAYTON, PATAUQUA COUNTY — 3.90 MILES	лкт 3, Сн	AU-
Wm. F. Felton, Buffalo, N. Y	\$49,807	
Dickinson & Mangano, Silver Creek, N. Y	•	50
THER HISON O. MANDANO, MINER VICER, N. I	55 867	
2 Tolling to Management, Carron Orocas, 211 2 1 1 1 1 1 1	55,867	
=	55,867 ————	
Awarded to Wm. F. Felton.	55,867 <del></del>	
=		00
Awarded to Wm. F. Felton.  ROAD No. 1469 — SILVER CREEK-FORESTVILLE, COUNTY — 4.94 MILES	Спатата	61.7 ——
Awarded to Wm. F. Felton.  ROAD No. 1469 — SILVER CREEK-FORESTVILLE, COUNTY — 4.94 MILES  Wm. F. Felton, Buffalo, N. Y	Спаста с	00 00
Awarded to Wm. F. Felton.  ROAD No. 1469 — SILVER CREEK-FORESTVILLE, COUNTY — 4.94 MILES  Wm. F. Felton, Buffalo, N. Y	Спаста с \$85,094 85,393	00 00 50
Awarded to Wm. F. Felton.  ROAD No. 1469 — SILVER CREEK-FORESTVILLE, COUNTY — 4.94 MILES  Wm. F. Felton, Buffalo, N. Y	Спаста с	00 00 50
Awarded to Wm. F. Felton.  ROAD No. 1469 — SILVER CREEK-FORESTVILLE, COUNTY — 4.94 MILES  Wm. F. Felton, Buffalo, N. Y	Спаста с \$85,094 85,393	00 00 50

Road No. 1470 - Kennedy-Ellington, Chautauqua County -4.19 MILES

No proposals received.

ROAD No.	5434-A-MAYVILLE-WESTFIELD,	Chautauqua
	COUNTY - 0.05 MILE	

COUNTY — 0.05 MILE	
Name and address of bidder	Amount
J. B. Schultz, Fredonia, N. Y	\$6,246 78
Edward T. Beck, Warren, Pa	6,341 00
Shipman & Lincoln, Gowanda, N. Y	6,353 71
Wm. R. Kimmey, Albany, N. Y	6,488 46
Joseph L. Cuozzo, Yonkers, N. Y	6,944 25
Kennedy Cons. Co., Albany, N. Y	6,908 70
John F. Dolan Contg, Co., New York City	7,059 69
Awarded to Edward T. Beck.	

# ROAD NO. 1473 — OTSELIC-SMYRNA, PART 1, CHENANGO COUNTY — 3.06 MILES

Paddelford & King, Sherburne, N. Y	\$43,184	<b>50</b>
Edward P. Arbogast, Stroudsburg, Pa	45,773	<b>50</b>

Awarded to Paddelford & King.

# ROAD No. 5629 — SPENCERTOWN-AUSTERLITZ, COLUMBIA COUNTY — 5.02 MILES

Antonio Colarusso, I	Hudson, N.	Υ	<b>\$</b> 65,852	50
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All bids rejected.

ROAD No. 5622 — HOLLAND-YORKSHIRE, PART 1, ERIE COUNTY
— 5.19 MILES

Harper & Higginson, Inc., Newburgh, N. Y	\$106,950	00
Frank L. Cohen, Buffalo, N. Y	120,276	<b>50</b>

Awarded to Harper & Higginson, Inc.

ROAD NO. 621 — St. Johnsville-Oppenheim, Part 2, Fulton County — 2.90 Miles

Coudy & Darling, Dolgeville, N. Y	\$29,970 50
D. I. Snell Co., Canajoharie, N. Y	31,401 50
Alfred H. Flynn, Albany, N. Y	31,573 50

Awarded to Coudy & Darling.

ROAD No. 1376 — BULL RUN-BLEECKER, FULTON COUNTY — 2.80 MILES

No proposals received.

ROAD No. 1377 — GLOVERSVILLE-WEST PERTH, FULTON COUNTY
— 3.74 MILES

Awarded to H. A. Schaupp.

ROAD NO. 5626 — OPPENHEIM-DOLGEVILLE, FULTON COUNTY — 4.90 MILES

No proposals received.

ROAD No. 1458 — MOREHOUSEVILLE-PISCEO, PART 1, HAMILTON COUNTY — 6.82 MILES

St. Lawrence Cons. Co., Albany, N. Y..... \$115,891 00

All bids rejected.

Road No. 5523 — Wells-Speculator, Part 1, Hamilton County — 6.74 Miles

No proposals received.

ROAD NO. 1256 — GUNN CORNERS-FISHERS LDG., PART 1, JEF-FERSON COUNTY — 7.76 MILES

Henry P. Burgard Co., Buffalo, N. Y	\$79,831 45
Mascetti & Holley, Torrington, Conn	82,021 20
The Pathfinder Cons. Co., Fulton, N. Y	82,748 60
Rock-Griffin Co., Winthrop, N. Y	89,469 40

Awarded to Henry P. Burgard Co.

ROAD No.	1351 - GROVELAND-WEST SPARTA,	LIVINGSTON
	COUNTY - 2.05 MILES	
	Name and address of 1111	

Name and address of bidder	Amount
Atlanta Cons. Co., Atlanta, N. Y	<b>\$</b> 34,756 <b>00</b>
Ribstein-Holter Co., Inc., Rochester, N. Y	35,880 00
McCarthy & Wall, Mt. Morris, N. Y	35,905 50

Awarded to Atlanta Cons. Co.

# ROAD No. 1466 — CHURCHVILLE-ADAMS BASIN, MONROE COUNTY — 6.33 MILES

Ribstein-Holter Cons. Co., Rochester, N. Y	\$70,815	00
Newport Cons. Co., Herkimer, N. Y	71,817	90
Hendrickson-McCabe Cons. Co., Syracuse, N. Y	72,337	<b>50</b>
Chambers & Barnes, Rochester, N. Y	72,424	25

Awarded to Ribstein-Holter Cons. Co.

ROAD No. 513 — AMSTERDAM-MORRIS CORNER, MONTGOMERY
COUNTY — 2.49 MILES

Carl G. Snyder, Amsterdam, N. Y..... \$21,793 00

Awarded to Carl G. Snyder.

ROAD No. 514 — SNOOKS CORNERS-AMSTERDAM, MONTGOMERY
COUNTY — 249 MILES

No proposals received.

ROAD No. 515 — BERRYVILLE-SAMMONSVILLE, MONTGOMERY
COUNTY — 1.6 MILES

Adirondack Cons. Co., Waterford, N. Y..... \$18,107 00

Awarded to Adirondack Cons. Co.

ROAD No. 517 — PALENTINE BRIDGE-STONE ARABIA, MONT-GOMERY COUNTY — 3.70 MILES

No proposals received.

Road No. 1396 — Shebidan Boulevard-Burnside Ave. and Rockaway Turnpike — Nassau County — 2.99 Miles No proposals received.
ROAD No. 5625 — FAYETTEVILLE-CHITTENANGO, PART 1, ONON
DAGA COUNTY - 3.94 MILES
Name and address of bidder Amount
Eagle Paving Co., Syracuse, N. Y \$64,236 30
Awarded to Eagle Paving Co.
ROAD NO. 5630 — WEEDSPORT-JORDAN, PART 2, ONONDAGA COUNTY — 1.76 MILES
Charles H. Semper, Syracuse, N. Y \$28,699 0
Kennedy Cons. Co., Albany, N. Y
Awarded to Chas. II. Semper.
ROAD NO. 5612 — WADDINGTON-MASSENA, PART 1, St. LAW RENCE COUNTY — 9.12 MILES
Henry P. Burgard Co., Buffalo, N. Y \$139,810 70
Kennedy Const. Co., Ltd., Montreal, P. Q 141,102 95
Mascetti & Holley, Torrington, Conn 141,966 20
Mecca Cons. Co., Inc., Morristown, N. Y 142,287 40

Awarded to Henry P. Burgard Co.

ROAD No. 1460 — GANSVOORT-SO. GLENS FALLS, SARATOGA COUNTY — 6.74 MILES

John J. Guinan Contg. Co., Brooklyn, N. Y. ..... \$105,791 50 John B. Dower, Ballston Spa., N. Y. ..... 106,754 00

Awarded to John J. Guinan Contg. Co.

Road No. 1461 — Schuylerville-Gansvoort, Saratoga County — 9.06 Miles

No proposals received.

Road No. 1467 — Cobleskill-Sharon Springs, Part 2, Scho- harie County — 5.25 Miles
No proposals received.
ROAD No. 1472 — SLOANESVILLE-CHARLESTON, PART 1, SCHO- HARIE COUNTY — 1.84 MILES  Name and address of bidder Amount
John A. Jova, Inc., Newburgh, N. Y
All bids rejected.
Road No. 1420 — Bradford-Tyrone, Schuyler County — 3.01 Miles
Willis L. Frost, Watkins, N. Y
Atlanta Const. Co., Atlanta, N. Y
Awarded to Willis L. Frost.
ROAD No. 1474 — KANONA-PRATTSBURG, PART 2, STEUBEN COUNTY — 4.99 MILES
Atlanta Const. Co., Atlanta, N. Y \$46,151 26
Greenfield Const. Co., Hornell, N. Y
T. H. Gill Co., Binghamton, N. Y
Kennedy Const. Co., Albany, N. Y
F. T. Meckes, Long Pond, Pa
Awarded to Atlanta Const. Co.
ROAD No. 1475 — HORNING-HORNBY, STEUBEN COUNTY — 6.00 MILES
Atlanta Const. Co., Atlanta, N. Y
Awarded to Atlanta Const. Co.
ROAD NO. 1476 — SEELY CREEK-CATON, PART 2, STEUBEN COUNTY — 4.00 MILES
Atlanta Const. Co., Atlanta, N. Y \$49,405 51
Greenfield Const. Co., Hornell, N. Y 51,464 00
John A. Jova, Inc., Newburgh, N. Y

ROAD No. 1477 — WAYLAND VILLAGE, STEUBEN COUNTY — 2.83 MILES
Name and address of bidder Amount
Atlanta Const. Co., Atlanta, N. Y \$53,261 71
Kennedy Const. Co., Albany, N. Y
Awarded to Atlanta Const. Co.
ROAD No. 1463 — LIBERTY-WOODBOURNE, PART 2, SULLIVAN COUNTY — 5.63 MILES
Armstrong & Trowbridge, Middletown, N. Y \$64,697 00
George Mesler, Liberty, N. Y 65,485 00
Woodruff-Edgecomb Co., East Branch, N. Y 66,050 00
Awarded to Armstrong & Trowbridge.
ROAD No. 5627 — SOUTH LANSING-MYERS, TOMPKINS COUNTY — 2.46 MILES
No proposals received.
ROAD No. 1417 — WALLKILL-NEWBURGH, PART 1, ULSTER COUNTY — 3.12 MILES
John A. Jova, Inc., Newburgh, N. Y \$35,782 36
DeGraff & Hogeboom, Kingston, N. Y
Harper & Higginson, Inc., Newburgh, N. Y 36,086 00
Awarded to John A. Jova, Inc.
ROAD No. 1418 — MILTON LANDING-MILTON, ULSTER COUNTY — 0.55 MILE
Harper & Higginson, Inc., Newburgh, N. Y \$14,287 00
Awarded to Harper & Higginson, Inc.
ROAD No. 1464 — HIGH FALLS-STONE RIDGE, ULSTER COUNTY — 1.80 MILES. 17
No proposals received.

ROAD	No.	1465 — Ulster	LANDING-GLASCO,	Ulster	COUNTY	
2.79 MILES						

Name and address of bidder	Amount	
C. I. Schoentag, Saugerties, N. Y	\$34,966 00	0
DeGraff & Hogeboom, Inc., Kingston, N. Y	37,614 00	9

Awarded to C. I. Schoentag.

 ROAD No. 5632 — Sodus-Alton, Wayne County — 5.85 Miles

 Harradine Bros. Co., Inc., Spencerport, N. Y....
 \$81,816 40

 Chambers & Barnes, Rochester, N. Y....
 82,109 00

 Hembdt & Washington, Monticello, N. Y....
 82,962 20

 Hendrickson-McCabe, Syracuse, N. Y....
 86,094 25

Awarded to Harradine Bros. Co., Inc.

ROAD No. 1456 — WESTCHESTER AVENUE, WESTCHESTER COUNTY
— 1.09 MILES

No proposals received.

Scaled proposals were also received on Thursday, October 26, 1916, by the State Commission of Highways for the completion of the following highways.

ROAD No. 763 — HOLLOWVILLE-CRARYVILLE, COLUMBIA COUNTY

— 7.14 MILES

John A. Jova, Inc., Newburgh, N. Y..... \$43,804 92

Awarded to John A. Jova, Inc.

ROAD No. 1162 — STONEHOUSE-STORMVILLE, DUTCHESS COUNTY
— 5.16 MILES

Awarded to Fulton Engineering Co., Inc.

ROAD No. 1321 — CONESUS-WAYLAND, LIVINGSTON COUNTY — 8.35 MILES
Name and address of bidder Amount
Fred J. Kinney Cont. Co., Inc., Buffalo, N. Y \$84,681 60
Atlanta Cons. Co., Atlanta, N. Y
Awarded to Fred J. Kinney Cont. Co., Inc.
ROAD No. 1045 — CAMBRIA-LOCKPORT, NIAGARA COUNTY — 5.13 MILES
Hammond-Tracey Cons. Co. Inc., Middleport, N. Y \$11,645 25
Awarded to Hammond-Tracey Cons. Co., Inc.
Sealed proposals were also received on Thursday, October 26, 1916, for the repair of the following highways.
REPAIR CONTRACT No. 1006 — ROAD No. 569 BALDWIN PLACE- MAHOPAC, PUTNAM COUNTY — 0.99 MILE
Amos D. Bridges & Sons, Hazardville, Conn \$8,830 50
John A. Jova, Inc., Newburgh. N. Y
Awarded to Amos D. Bridges & Sons.
And also far the completion of the following repairs.
REPAIR CONTRACT No. 797 — ROAD No. 462 — OLD FORGE
McKeever, Herkimer County - 8.78 Miles
Phelan & Sullivan, Utica, N. Y
, ,
Awarded to Phelan & Sullivan.
Awarded to Phelan & Sullivan.  Repair Contract No. 942 — Road No. 120 — Canajoharie-
Awarded to Phelan & Sullivan.  Repair Contract No. 942 — Road No. 120 — Canadoharie-Sharon Springs, Montgomery County — 4.14 Miles
Awarded to Phelan & Sullivan.  Repair Contract No. 942 — Road No. 120 — Canajoharie-

Awarded to D. I Snell & Co.

Sealed proposals were received by the State Commission of Highways at its office, No. 55 Lancaster street, Albany, N. Y., for the improvement by State aid of the following highways, on Tuesday, November 21, 1916.

ROAD NO. 5636 — SCHENECTADY COUNTY LINE-GUILDERLAND, ALBANY COUNTY — 3.93 MILES

ALBANY COUNTY 3.93 MILES		
Name and address of bidder	Amount	
Belmar Contg. Co., Troy, N. Y	\$59,853	90
Sewage Dis. & Water Plant Co., Schenectady,		
N. Y	61,101	00
<del>-</del>		

Awarded to Belmar Contg. Co.

ROAD No. 1479 — ARCADE-FARMERSVILLE, PART 2, CATTARAU-GUS COUNTY — 4.15 MILES

All bids rejected.

ROAD No. 1480 — LEON-WESLEY, PART 1, CATTARAUGUS
COUNTY — 3.00 MILES

No proposals received.

ROAD NO. 5628 — AMENIA-PINE PLAINS, PART 2, DUTCHESS COUNTY — 6.79 MILES

A. T. Moran, New York city	\$79,279	25
Hembdt & Washington, Monticello, N. Y	79,828	15
Amos T. Bridges Sons, Inc., Hazardville, Conn	94,163	00

Awarded to A. T. Moran.

ROAD No. 5634 — Evans Center-Farnham, Erie County — 5.29 Miles

No proposals received.

V		
Road N	o. 5631 — Mohawk Village-Columbia an Sts., Herkimer County — 0.71 Mile	3
	Name and address of bidder	Amount
Newpor	t Cons. Co., Herkmer, N. Y	<b>\$41,43</b> 8 55
Harry V	W. Roberts Co., Utica, N. Y	41,590 15
Wm. Br	ennan, Herkimer, N. Y	41,598 25
	=	
Awar	ded to Newport Cons. Co.	
ROAD N	To. 1423 — Speigletown-Tomahannock F selaer County — 6.34 Miles	RESER., RENS-
No p	roposals received.	
	No. 1424 — Stonehouse-No. Petersbu State Line, Rensselaer County — 4.95	
C. W. 7	Tyron, Poland, N. Y	<b>\$69,453</b> 50
All b	ids rejected.	
ROAD N	No. 1425 — Melrose-Schaghticoke Hill, County — 2.97 Miles	RENSSELAER
John T.	. O'Neil, Troy, N. Y	<b>\$37,520</b> 00
Awaı	rded to John T. O'Neil.	
ROAD N	No. 1478 — Fosterbury-Orange County van County — 4.01 Miles	LINE, SULLI-
Jackson	Bros., Cuddebackville, N. Y	\$47,808 00
	Arbogast, Stroudsburg, Pa	48,157 50
	Ieckes, Long Pond, Pa	52,505 00
* · * · *	LOOKON, LONG I OHU, I a	02,000

Awarded to Jackson Bros.

ROAD NO. 5637 — WHITEHALL-DRESDEN CENT	ER, PART 2,	
Washington County — 5.77 Miles	J	
Name and address of bidder	Amount	
Kennedy Cons. Co., Ltd., Montreal, Can	<b>\$146,240</b> 0	00
Awarded to Kennedy Cons. Co., Ltd.		=
ROAD No. 1341 — WEAVER STREET, WESTCHESTI 0.35 MILE	ER COUNTY-	_
Smith Brothers Cont'g Co., Pelham, N. Y	<b>\$4</b> ,679 5	50
c		

Awarded to Smith Brothers Cont'g Co.

	•		
		•	

### APPENDIX A

### COMPLETE CONSECUTIVE NUMERICAL LIST

OF ALL

# COUNTY AND STATE HIGHWAYS

SHOWING ALSO

# DETAILS AND COSTS OF CONSTRUCTION

JANUARY 1, 1898—DECEMBER 31, 1916
[517]

#### ABBREVIATIONS FOR APPENDIX A

Anor., anorthosite Glu., glutrin or lignin liquor P., parabolic section App., approved Gn., gneiss Qrs., quartsite Asp., asphalt Grn., granite Qst., quarrystone Av., average Grt., grout Re., reinforced Ber., Bermudes Grv., gravel Ro., rock Bit. Mac., H Con., Hassam concrete Sc., screenings bituminous S Con., second-class conmacadam HC. T., high carbon tar BM., bituminous macadam HC. HT., high carbon hot crete Bitu., bitulithic Sh., shale tar Bl., bluestone Bld., boulders HC. CT., high carbon cold Sht., sheet Sl., slag Blk., block
Br., brick
BT., bituminous top
CaCl., calcium chloride H. O., asphaltic hot oil Sn., sand Imp., imported LC. T., low carbon tar LC. HT., low carbon hot tar Sst., sandstone St., stone Sub., stone sub-bottom LC. CT., low carbon cold tar Sy., syenite
Lig. Mas., Lignum Mastic
Li., limestone
Tel., Telford Cal., calcareous Cem., cementatious CO., asphaltic cold oil Cu., Cuban Tp., top Lo., local Dol., dolomite Med., Medina Tr., trap F Con., first-class concrete MM-1, mixing method, Trn., Trinidad Fld., fieldstone type 1 WB., waterbound Gab., gabbro MM-2, mixing method. Wd., wood type 2 Gil., gilsonite

#### EXPLANATORY NOTES FOR APPENDIX A

All highways having indicated "Screenings and water" under the heading of "Binder" are waterbound.

All highways having indicated "Asphalt" under the heading of "Binder" are bituminous macadam by the penetration method, using residuum asphalt.

All highways having Bermudes, Trinidad or other so-called natural asphalts in the "Binder" column are bituminous macadams, penetration method.

All highways having "Tar" indicated in the "Binder" column are bituminous macadams, penetration method.

All bituminous macadams which are not penetration method are specially shown as "Mixing Methods". All other types are self-explanatory.

All hot and cold oils are of asphaltic base.

Where bottom course is specified as "Sub." the size of stone is the same as specified for sub-bottom.

On all parabolic sections the approximate center thickness is given.

The mileages shown on the left are the actual mileages constructed and will not always check with those in Appendix "B" on account of eliminations, etc., Appendix "B" showing net mileages in existence.

The 16 foot pavement has been taken as the standard because of the large proportion of highways which are of that width.

The cost per square yard of pavement includes the pavement items only, excluding everything except those materials shown in the tabulation.

On brick pavements the cost per square yard does not include edging or curbing.

The cost per mile of highway is obtained from three quantities: i.e., the pavement cost per 16 foot width, the excavation cost per mile of 26 foot width and the cost of other items per mile of center line.

The pavement cost per mile is obtained by multiplying the square yardage cost by the constant for a 16 foot mile (9387).

The excavation cost is obtained by finding the total square yardage of roadway lying between the ditches and dividing by the constant for a 26 foot mile. This gives the equivalent 26 foot mileage. The total cost of excavation divided by this mileage is the value used.

The total cost of excavation plus the total cost of pavement items deducted from the entire cost of the highway give the total cost of other items. This quantity divi ded by the center line mileage gives a cost per mile of other items as used.

The sum of these three quantities is the value shown as "Cost per mile of 16'-26" highway ".

"Total cost" includes State, county and village expenditures to cover construction,

engineering and inspection.

All quantities on roads 100 per cent, complete and showing the final cost are taken from the final estimate. All other quantities are taken from the preliminary estimate.

The symbol "†" indicates that the final construction differed from the contemplated construction in the detail indicated or in the entire highway.

#### KEY TO NUMERALS USED IN APPENDIX A

The manufacturers of all bituminous materials used as binders or surfacings are indicated by the following numbers:

- (1) Barber Asphalt Paving Co.

- (11) Atlantic Refining Co.
- Barber Aspnatt ravi
   Texas Co.
   Sun Co.
   Beyerley & Sons.
   Union Oil Co.
   John Baker Co.
   Warner-Quinlan Co.
   Johns Manville Co.
   Idian Refining Co.
   Standard Oil Co.
   Atlantic Refining Co
- (12) American Asphalt and Rubber Co.
- (13) International Asphalt Co.
- (14) Wadsworth Stone & Paving Co.
- (15) U. S. Asphalt Refining Co.
- (16) United Gas Improvement Co.
- (17) Barrett Manufacturing Co.
- (18) Dock Refining Co.
- (19) Dolarway Co.
- (20) Robeson Process Co.
- (21) Prudential Oil Corp.
- (?) Manufacturer unknown.

The trade names of cements used on concrete pavements are indicated by the following numbers:

- (1) Alpha
- (7) Giant
- (13) Penn-Allen
- (19) Nazareth

- (2) Alsen
- (8) Helderberg
- (14) Phoenix
- (20) Cayuga

- (3) Atlas
- (9) Ironclad (10) Knickerbocker
- (15) Saylor
- (21) Newcastle

- (4) Crescent (5) Dragon (6) Edison
- (11) Lehigh (12) Millen
- (16) Universal (17) Whitehall (18) Pennsylvania
- (22) Vulcanite (23) Tidewater (24) Catskill

The trade names of all brick used in brick pavements are indicated by the following numbers:

- (1) Allegany Valley
- (13) "D&B"
- (24) Penn Clay

- (2) American (3) Bessemer
- (14) Foster (15) Jamestown
- 25) Porter

- (4) Bradford
- (16) Johnstown
- (26) Porter National 27) Reynoldsville

- (5) C. C. W. (6) Century (7) Clearfield
- (17) Mack (18) Mayer (19) Medal
- 28) Shawmut (29) Standard (30) Tidewater

- (8) Collingwood (9) Conneaut
- (20) Metropolitan (21) Nelsonville
- (31) Toronto (32) Tuna Valley

- (10) Corning (11) Corrv (12) Cowans
- (22) Olean (33) Watsontown (23) Paterson (34) Youngsville

The following letters are used with concrete pavements and foundations to indicate the proportions where stone was used:

- (a)  $1-1\frac{1}{2}-3$ (b) 1-2-3
- (c) 1-2-4 (d) 1-21-5
- (e) 1-3-5 (f) 1-3-6

Where "gravel concrete" is indicated the mixture is made from "run of bank" gravel unless shown as "screened gravel concrete".

# ANNUAL REPORT OF THE

# APPENDIX A — COUNTY HIGHWAYS

See page 518 for explanation

	M	LBS				Mat	erials Use	D IN	Construction	1
		i t	468	roadway	BOTTOM		i	70	OP .	
,	Accepted	Under contract	Width of pavement	Width of ro	Kind	Thickness	Kind	Thickness	Binder	Surfacing
1	2.00	ļ	16	28	   <b>Li</b>	4	Tr	2	Sc., water	
2	6.54		12	22	Lo. St	4	Tr	2	Sc., water	
8 4 5	2.25 1.23 2.45		12 16 12	24	Li Grv Li	4	Grv	2 2 2	Sc., water Sc., water Sc., water	
6	6.53	ļ	16	1	Med. Sat	l	Tr		Li. Sc., water	
7 8 9 0	1.04 1.20 0.61 1.00 1.03		15 15 15 15 15	28 21 21-22 2 -29 20-27	Li. App. 4", Li. 2". App. 4". Li. 2". Li. Li.	4 6 4 4		†3 †3 2 2	Sc., water Sc., water Sc., water Sc., water Li. Sc., water	
2 3 4 5 6 7 8 9	0.60 3.06 2.78 3.77		16 15 16 12 16 16 16	24 26 22 16-20 22 22	Lo. St. Gn. Lo. Li. Lo. Bl. App. St. Lo. St. Lo. St. App. St. Lo. St. Lo. St. Lo. St.	4 4 4	Tr Tr	2 2 3	Sc., water. Li. Sc., water.	
2			15 16		Li	4	Tr Tr	1	Li. Sc., water	1
3	1.45		20	26	Li	4	Tr	2	Li. Sc., water	
1	3.05		15	22-25	Lo. St	3	Lo. St	3	Sc., water	
8 9 0 1 2 3 3 4 5 5 5 3 7 7 3 3 9 0 1	3.41 1.06 1.02 5.72 2.65 4.04 2.16 3.21 1.57 4.00 4.91 1.52 0.47		16 16-20 16 16 16 12, 16 12, 16 16 14 12; 12; 12; 12 16 16 16	20 20 20 20 20 22 26 26 26 16 16-2; 16-24	App. Li Lo. Sst Lo. Sst Lo. Sst Lo. Sst Lo. Sst Lo. St	4 4 4 3 3 4 4 3 . 3 3 4 4	Tr. Tr. Tr. Tr. Lo. Bl. Li. App. Tr. Lo. St., Tr. Lo. St. Grv. Lo. Bl. Lo. St. Tr. Li. Li. Li. Li. Li. Li. Li. Li. Li. Li	2222332223	Li. Sc., water. Sc., water. Li. Sc., water. Li. Sc., water. Li. Sc., water.	
:	7 30		22 16	22	Grv Grading	ا			Water	
1	7.55	· · · · · · · · · · · · · · · · · · ·	22	28	Grv		Grv		•••••	••••••
	9.25 1.51 1.75 1.00 2.00 4.44 5.04 3.69 1.76		12 16 16 16 12 12 12 12 12	16 26 22 24 26 20 20 2	L). Grv	4 4 3 3 4	Grv	6 2 2 3 3	Water Li. Sc., water Sc., water Sc., water Li. Sc., water Sc. water Sc. water Li. Sc., water Li. Sc., water Sc., water Li. Sc., water	

# JANUARY 1, 1898 TO DECEMBER 31, 1916

S			Cosrs	=======================================		P		P	RESENT	PAVEMENT		
Equivalent 16' mileage	Per square yard of pavement	Per mile of 16'- 26' highway	Total	State's share		Per cent completed	Date of acceptance	Year resurfaced	Miles	Туре	County	Highway No.
2.00		8,260	16,5:7 51	8,782 51	9/17/98	100	7/27/99	1915	0.91	Bit. Mac	Schenec.	1
4.91			30,928 60	15,464 30	10 /4/98	100	5/-/00	1913 1909 1912	4.61	Brick Brick	Erie	2
1.69 1.23 1.84		9,680 8,12) 5,67)	16,338 29 9,932 87 13,838 70	8,338 29 4,996 41 7, <b>89</b> 1 25	10/25/98	100	12/19/99 8/15/99 12/ 7/00	1915 1910 { 1913 1910	1.00 1.23 1.45 1.00	Bit. Mac. Grv. Bit. Mac. Bit. Mac. Amiesite.	Oneida Colum Monroe.	3 4 5
6.53		6,130	40,013 89	20,113 89	8/16/99	100	7/2 1/00	1909 1910 1910	1.69	Bit. Mac. Bit. Mac. Cem't. Cubes.	Monroe.	6
0.95 1.13 0.57 0.94 0.97		15,360 10, 49 12,670 7,630	15,454 27 12,859 53 7,729 93 7,437 25 10,643 75	7,727 14 6,444 78 3,864 97 3,718 63 5,321 37	5/15/00 6/17/09 7/ 1/99 7/21/99 7/21/99		7/17/02 11/17/00 10/20/00 7/12/00 2/11/01	1914 1912 1912 1910 1916	1.04 1.20 0.61 *0.48	Brick Bit. Mac. Bit. Mac. Bit. Mac. Bit. Mac.	Onon Onon Rensv Renss	7 8 9 •10 11 •12
2.67 1.04 0.63 4.2 0.60 3.06 2.79 3.29	0.409 0.636 0.669 0.562	8,040 7,450 11,500 8,92 10,320 8,950 10,040	20.973 01 7.943 03 7.242 67 30.040 00 6.192 33 27,392 18 28,014 56 31,520 00	10,757 71 3,971 00 3,621 34 15,020 00 3,096 17 13,696 09 14,007 28 15,760 00	5/21/00 5/ 8/00 5/ 8/00 5/14/00 5/12/00 5/12/00 7/23/00 5/12/00	100 100 100 100	1/15/01 12/23/01 8/25/00 11/21/00 7/ 2/02 12/24/01 10/24/01 11/12/01	1910 1914 1911 1910 1909 1909 1909	1,11 0,63 5,66 0,60 3,06 2,79	WB. HO. Bit. Mac. WB. Glu. WB. HO.	Herk Monroe.	13 14 15 16 17 18 19
1.24 3 41	0.675	9,165 7,890 10.410	10,487 32 35 ,507 96	5,243 66	7/ 6/00 6/25/00	100	7/ 2/01	1909 1912	1.76	Bit. Mac	Oneida	*21 22
1.81			17,356 04	8,856 04	7/26/00	100	2/18/00	1915 1909 1916	0.53 0.87 0.58	Bit. Mac. WB. HO. 6" F Con16'	Erie	23
2 86	0.731	9,890	28,820 00	14,410 00	7/16/01	100	1/27/03	/ i909	1.35	WB. Mac	Dela Renss	*24 25
2.59 1.20 3.41 1.06 1.02 4.67 1.99 4.04 2.13 2.80 1.18 3.00 3.67 1.52 0.47 2.57	0.550 0.557 0.518 0.615	8,759 10,700 11,310 10,589 8,130 7,910 7,660 8,820 8,3 0 6,860 8,660 8,110 8,721	22, 458 49 14, 619 30 36, 482 25 11, 937 82 10, 799 39 41, 728 00 17, 510 00 30, 982 00 22, 994 20 26, 000 00 13, 116 55 22, 381 18 35, 520 00 12, 370 00 3, 810 00 22, 497 20	11,329 24 7,309 65 18,241 13 5,993 91 5,399 65 20,864 00 15,476 00 15,476 00 6,558 28 11,440 59 6,185 00 1,905 00 11,248 60	6/20/01 9/27/00 7/17/01 7/17/01 7/17/01 6/10/01 6/5/01 6/5/01 6/5/31/01 7/22/01 6/10/01 6/6/02 7/27/01 7/30/01 6/5/01	100 100 100 100 100 100 100	6/13/02 6/ 6/02 12/ 3/01 12/ 1/02 8/15/02 7/24/03 12/18/01 10/ 1/02	1910 1916 1910 1910 1909 1910 1910 1910	0 70 1 15 1 021 2 65 4 04 2 15 1 37 4 00 4 91 1 35 0 47 2 74 2 02	Bit. Mac. Brick. WB., Oiled Oiled. Bit. Mac Oiled. Bit. Mac	Chem Ulster Mont Fulton West West Dela Ulster	26 27 28 29 30 31 32 33 34 35 36 37 38 39 40
4.41 7.30 10.38	0.142	2,931 1,601 2,211	22,330 00 22,923 00	11,165 00 11,464 00	6/18/01 6/18/01	100	7/24/02 9/ 9/02	1915 1916 1912	3.22 3.00 2.23	Bit. Mac. Bit. Mac. B.t. Mac.	Orange	42 43
1.13 1.75 1.00 2.00 3.33 3.78 2.76 1.32 1.99	0.672 0.720 0.626 0.646	9,970 9,100 9,300 10,170 10,440 10,000	9,690 00 13,770 00 8,315 02 17,100 00 9,100 00 18,600 00 38,103 08 44,084 00 31,411 00 13,967 96 22,540 00	4,845 00 6,885 00 4,157 51 8,550 00 4,550 00 9,300 00 19,051 54 22,042 00 15,705 50 6,983 98 11,270 00	5/17/02 7/22/01 7/24/01 5/31/01 5/31/01	100 100 100 100 100 100 100	7/24/02 7/24/02 11/—/04 6/13/02 12/23/02 10/28/04 2/ 9/03 12/23/02 7/23/02 8/22/02 11/26/02	1915 1915 1910 1910 1910 1910 1906 1910 1910	1.51 1.76 1.00 2.00 4.44 5.04 3.69 0.70	Bt. Mac. Glutrin.  Bit. Mac. Oiled.  Bit. Mac. WB. Mac.	Orange Orange Broome. Onon Onon West West West	44 45 146 47 48 49 50 51 52 53

# APPENDIX A — COUNTY HIGHWAYS JANUARY 1.

	Mr	L26	ایدا			Mat	erials Uses	m (	Cometruction		è
		to de	4000	dway	BOTTOM			TO	P		o ef
Highway No.	Accepted	Under contract	Width of pavement	Width of roadway	Kind	Thickness	Kind	Thickness	Binder	Surfacing	Square yards of pave-
55	3.15		16	16	Ľi	<u>.</u>	Grv	3	So., water So., water Grn. Sc., water Water Li. So., water Li. Sc., water Li. Sc., water Li. So., water Li. So., water		26
55 56 57 58 59 60 61 62 63	2 82 1.00		16 16	20	T.i	1 3	Li Li	3	Sc., water		9
88	6.06		12	21	Lo. Gra	4	Lo. Gra	2	Grn. Sc., water		42 47
59	5.03		16	22-28	Li Lo. Gra App Li Li	4	Tr	2 2	Water		28
80	3.04 1.30		16 16	20-22	Lii	1	Tr	2	Li. Sc., water		12
62	6.24		16	22	La	4	Li	2	Sc., water		58
63	6.24 2.25	•	16	22	La	4	Li	2	Li. So., water		21
64 65	1.84 { 5.96 1.99		16 12	22 26	Grv	0	Grv Lo. St		Water		17 42
	1.99	:::::	8	29	Lo St	a	Lo. St	3	Sc., water		9
66 67	0.95		16	20 20	Çi	4	Ļi	2	Li. Sc., water		32
67	3.41 1.17		16 16	24	η <u>μ</u>	1	Li	2	Sc. water		10
68 69	3 42		16	22	Li	4	Li	2	Sc., water		33
•70 71	5.20			24	1	4	Tr	····ż	Water Sc., water Li. Sc., water Li. Sc., water Li. Sc., water Sc., water Li. Sc., water		48
- 1	1.87		16	28	In St	4	Li	2	Sc., water Li. Sc., water		17
72 78 74	1.15		12-16	18-22	Li Lo. St	l a	Li	3	Li. Sc., water		7
74	1.00		12	24-2	Lo. St		Li	2	So., Water		8
75 76	0.86 1.00		16 16	24	Lo. St.	4	Li	2	Sc., water		9
77	1.50		16	26	Lo. St	11	Li	3	So., water So., water So., water Lo. So., water	1	14
78	3.62		16		Li. or Lo	4	1	2		1	34
79	7.54	·····	16	22		4			Li. Sc., water	1	71
80	4.64		16		Lo. Set	4	Gra	1	Set. Sc., water	1 .	33
81 •82	4.06 0.36		16 16	22 25	Lo. Set	1	Lo. Gra Gra., Li	2	Water Sc., water		33
83	5.09		16	22	Set	4	  Sy. Li	2		l .	l
84	2.46	ll	15	22	Lo. St		Lo. St	3	I.A. Sc., water		21
85	0 92	[]	16	22	Li		Ļ <u>i</u>	3	Water		3
85 86 87 88 89	4.00 1.93		16 16	25 22	IT:	1 4	Li	2	Li. Sc., water		3
88	4.28		16	22	Li	1	Li	2	Li. Sc., water		44
89	4 08		16	22	Li. Li. Lo. St. Lo. St.	1 4	Li. Tr. Lo. St.	2	Li. Sc., water		3
90 91	2.83 3.90 1.72	······	16 16	20	Lo. St	3	Lo. St	3	Sc., water		34
92	1.72		16	26	Li Grv Sh	1 4	Li	3	Li. Sc., water		10
	f 1.73		10.5	26	Grv	3	Grv	3	Sc., water	· · · · · · · · · · · · · · · · · · ·	. 19
198	1.53 1.19	[·····	10 5 8 0	20		9	Sh	3	So., water		
94	4 23		14-16	22-24	Li	4	Li	2	Water Li. Sc., water		34
95	5.86		10.5	26		ļ,	Grv Imp. Tr Lo. St	6			41
95A	0.11		16	26	Imp. Tr	3	Imp. Ir	3	Asp. (10)	· · · · · · · · · · · · · · · ·	4
96 97	0.64 3.61		12-14 12	26	Imp. Tr Lo. St Lo. St	8	Lo. St	3	Asp. (10) So., water So., water		25
98	1.58	l	14-16	20-22	<u>Li</u>	4	Li				
99 100	2.96 3.40		16 16	20-22 22	Li Li Set	4			Sc., water Sc., water Sc., water		
101	2.88	<b> </b>	16	22	Set	4	<u>Gra</u>	2	Sc., water	. <b></b>	24
102	2 05 1 31		†12, 14	18, 26	TrLo. St	3	Tr Lo. St	3	Li. So., water		14
103	1.31		16 16	26	Lo. St Lo. St Li	3	Lo. St	3	Co., Walker		ii
104	1.25 0.35								IOG., Wavel		2

<sup>\*</sup> See list by counties. † Changed from original plans.

# 1898 TO DECEMBER 31, 1916 — (Continued)

9			Совтв			P		P	RESENT	PAVEMENT		
Equivalent 16' mileage	Per square yard of pavement	Per mile of 16'- 26' highway	Total	State's share	Date of con- tract	Per cent completed	Date of acceptance	Year resurfaced	Miles	Туре	County	Historica No.
2 82 1 00 4 55 5 03 3 04 1 30 6 24 2 25	0.515	3,400 6,710 7,780 6,920 8,060 11,640 11,390 8,820 8,740	10,684 00 18,910 00 7,780 00 34,610 00 40,532 00 35,376 8 14,852 4 55,000 00 19,700 00	9,455 00 3,890 00 17,305 00 20,266 00 17,688 42 7,426 23 27,500 00	7/16/01 6/ 7/01 6/ 7/01 6/ 4/01 7/27/01 7/15/01 7/15/01 6/28/02 7/ 2/02	100 100 100 100	12/18/01 7/ 1/02 10/29/02 8/15/02 11/18/03 6/10/02 12/ 3/01 7/20/03 8/ 6/03	1911 1910 1910 1912 1912 1912 1913	6.06 2.60 1.00 6.24 0.78	Grv Bit. Mac. Oiled Bit. Mac.	Saratoga Saratoga Monroe	
1.84 4.47 0.99	0.167 0.500	7,734	4,868 00 35,712 20	17,856 10	6/20/02 6/20/02	100 100		1916		Bit. Mac	Orange Orange Erie	
0.95 3.41 1.17 3.42		12,180 10,230 10,880 8,200	11,600 00 34,900 00 12,728 00 28,000 00	5,800 00 17,450 00 6,364 00 14,000 00	6/11/02 6/11/02 6/11/02 5/ 9/02	100	12/10/03 8/10/03 11/19/02	1911 1910 1910	3.41	Brick Brick	Erie	
<b>5</b> . <b>2</b> 0		9,080	47,200 0	23,600 00	5/ 6/02	100	12/16/03	1909 1915	3.14	Bit. Mac	Oneida	
1.87 1.04 0.75 0.86 1.00 1.50	0.613	9,630 14,450 12,460 10,590 8,100 8,120	18,000 00 15,993 00 11,047 6- 9,150 00 8,100 00 12,180 00	7,996 50 5,523 82 4,575 00 4,050 00	6/ 9/03 5/17/02 6/18/02 5/17/02 5/17/02 5/ 6/02	100	7/ 1/03	1910 1910 1910 1916 1916 1916	1.00 0.86 1.00 0.62	WB. Mac WB. Mac "BM-16" Bit. Mac 3" WB	Tomp Schenee. Onon Onon Onon Renss	
3 . <b>6</b> 2		8,560	30,996 2	15,495 10	7/ 2/02	100	8/ 6/03	1910	3.62	WB. Mac	Monroe.	١.
7 54	-	8,170	61,593 0	100000	6/28/02	100		1910	2.55	WB. Mac	Monroe.	
£ . 64		8,410	39,000 0 33,500 0	100000000000000000000000000000000000000	5/20/02	100	11/17/02	1909	1.40	Bit. Mac	Monroe.	
4.06 0. <b>3</b> 6		9,010	3,280 0	1,640 00			8/15/02		0.22	Brick	Monroe,	
5.09	1 (10)	8,180	41,617 3	100000	5/20/02	LCCC A	11/ 3/02	1913	4.67 0.52	Roemae WB. HO Brick	Monroe,	
2.31 0.92 4.00 1.93 4.28 4.06 2.83 3.90 1.72 1.13	0.621 0.616 0.613	9,450 11,160 10,625 8,830 9,150 10,200 8,370 7,650 10,760	22,259 1 10,265 1 42,500 0 17,000 0 39,205 8 41,422 0 23,692 0 29,830 0 18,510 0	9 5,132 59 9 21,250 00 0 8,500 00 0 19,602 90 0 20,711 00 0 11,846 00	5/12/02 6/11/02 5/ 9/02 5/ 9/02 5/ 9/02	100 100 100 100 100	8/ 6/03 1/18/04 12/10/03 7/21/03 7/21/03 12/10/03 11/30/03 8/27/03 12/13/04	1911 1910 1910 1912	4 00 1.93 4.28 4 06 3.90 1.72	Oiled Bit. Mac Bit. Mac Bit. Mac Brick Bit. Mac Bit. Mac Bit. Mac Oiled Bit. Mac Bit. Mac Bit. Mac	Wash Erie Erie Erie Roek Roek Albany	
01 84	0.160 0.160 0.500	8,935			777	180	9/17/03	1 1910	1.79	Sulphite WB, Mac	Monroe,	Q.
93	0.110	8,380	1000	1.2460.3	1000	100		1915	1 39	Bit. Mac	Orange.	
11 48 63	0.701	6,165 17,290 11,670 7,410	1,900 0 6,430 0	0   1,235,00	5/17/02	100 100 100	1/ 3/17 8/15/02 12/21/03	1913	1.21	Bit. Mac	Wash	
5. 96 53		8, 80 11,080	19,600 0 32,800 0 29,166 0	0) 16,400 00	6/ 3/02	100	0 11/17/02 0 12/ 1/02 0 11/30/03	1910	1.58 2.96 1.50	WB. Mac Oiled 24" MM-2 Brick		
88 58 31 25 31	O 617	8,120 13,330 7,740 8,680 7,050 9,280	2,460 0	0 12,007 50 0 5,071 50 0 5,425 00	5/26/02 5/ 7/02 5/12/02 5/19/02	100 100 100	9/20/04 0 10/28/04 0 11/19/02 0 10/ 6/02 0 12/12/02 0 12/12/02	1916	0 50	Brick Oiled Oiled Bit Mac Oiled WB Mac	Schenec .	

# APPENDIX A — COUNTY HIGHWAYS JANUARY 1,

	Mr	LES				Мат	erials User	IN (	Construction	
a l		병	vernen	roadway	вотгом			70	P	
nignway No.	Accepted	Under contract	Width of pavement	Width of ro	Kind	Thickness	Kind	Thickness	Binder	Surfacing
107	3.61		14, 16	16, 25	App. St. Li. Lo. St	3	App. St	3	So., water	
108 109	3.25 2.30		14-16 14	20-22 20	Lo. St	3	App. St Tr Lo. St	3	Sc., water	
110	2.25 0.75		14 12	20 20	App. St Lo. Set	3	App. St	3	Sc., water	
112 113	4 81		12	20	App. St Lo. Fld	4	App. St Tr Tr	2	Sc., water	1
14	1.21		12, 16 10.5	22 16	Lo. Fld		Lo. Fld Sh	8	Sc., water	
15 16A	2.51		16 14	74	Ţr		Grv Tr	6	Water	
	l\ 0.57		14	18-20	II.	4	Tr	2	Sc., water	
16B 117			14 12-14	18-20 20-22	TrLo. StLo. St	4 3	TrLo. St	2 3	Sc., water	
118	4.00		14	20	Lo. St	3	Lo. St	3	Water Sc., water Sc., water Sc., water Sc., water Sc., water Sc., water	
19 20	3.92	`	16	22	Lo. St	3	Lo. 8t	3	So, water	
21	1.16		14 16	22	Lo. St Lo. St	3 4	Lo. St Li.	3 2	So, water	
22 23	1.00		16 12	24	Lo. St Lo. St	4		2	Sc., water Sc., water Sc., water	
24 25	1.84		14	20	Lo. St Lo. Fld	3	Lo. St		LO. DC., WRIET	! . <b>.</b> . <b>.</b> . <b></b>
		l	16		1 1		Tr		Sc., water	i i
26 27	1 97		12-16 16	24-26	Lo. St Lo. St	4	Li Tr		Li. Sc., water	
28 29	5 57		16	22-30	Fld. Li., Set	4	Li	2	Sc., water Sc., water	
30	5 62		16 16	22-30	Li., Set	4	Tr Li	2 2	Li. Sc., water Sc., water	
31 32	6.53	1	16 16	22	Li	4	Li	2	Li. Sc., water	
33	2.29		14	24	Li Lo. St	3	Tr Lo. St	3	Sc., water. Sc., water. Li. Sc., water. Sc., water. Li. Sc., water. Sc., water. Sc., water.	
34	2.17		12, 16	24, 26	Lo. St	4	Tr	2	Li. Sc., water	
35 36	3.29 1.75		14 16	22-24 25 8	Lo. St	4	Tr Lo. St	2	Lo. Sc., water	
37	4.52		16	25.6	Lo. St Lo. St	3	Lo. St	3	Sc., water Sc. water	
38	7.57		14-16	24-26	Lo. St	3	Lo. St	3	Sn. Sc., water	
39	1.29	•••••	12, 16	24, <b>26</b>	Lo. St	4	Li	2	Sc., water	
40	2.28		12, 16	24, 26	App. St	4	App. St	2	Sn. Sc., water	
41			12, 14 12	24	Lo. St	3	Lo. St	3	Sc., water	
	0.25		12	24	Lo. St Lo. St	6	Lo. St Lo. St	3	Se., water	
42	1.82		14 14	26 26	Sab	6 3	Tr	3	Sc., water Sc., water Sc., water Sc., water Sc., water	
43	3.14		12	24	Lo. St	3	Lo. St	Š	Sc., water	
44 45	5 23		12-14	24	Lo. St	3	Lo. St	3	Sc., water	
46	5.62		16 14	22-26 22	Grv Li. or Grn	4	Grv Li. or Grn.	2 2	Li. Sc., water Sc., water	
47	3.92		14	14, 24	Lo. St	4	Li. St	2	Sc., water	
48	3.49		12	24	Lo. St	3	Lo. St	5-3	Lo. Sc., water	
49	6.62		12	20	Lo. St	3	Lo. St		Sc., water	1
50	3.27		12, 14	24	Li	3	L	3	So., water Lo. Sc., water Sc., water Sc., water Sc., water So., water So., water	
51 52	5.99 2.50		12 16	24 26	Lo. St	3	Lo. St	3	Lo. Sc., water	
53	8.13		12	24	Lo. St Gr. or Sh	4	Gr. or Sh	2	Sc., water	
54	11.49	1 1	†12 10.5 16	24 24	Lo. St.		Li	0	ou., waver	
55 56	2.50		16 14	26	Lo. St	3	Lo. St	3	So., water	

# 1898 TO DECEMBER 31, 1916—(Continued)

Jenge			Co	ers			pa		P	RESENT	PAVEMENT		
Equivalent 16' mileage	Per square yard of pavement	Per mile of 16'- 26' highway	1	'otal	State's share	Date of con- tract	Per cent completed	Date of acceptance	Year resurfaced	Miles	Туре	County	Highway No.
3.64 3.22 2.01 1.97 0.56 3.72 1.86 0.91 2.51	0.672 0.646 0.640	5.750 10,920 8,540 7,440	30 17 17 40 23	,545 00 ,788 00 ,681 54 ,316 50 ,100 00 ,900 00 ,693 14 ,106 80 ,117 00	18,272 50 15,394 00 8,840 77 8,658 25 3,050 00 20,450 00 11,846 57 2,053 40 12,930 00	5/12/02 5/12/02 5/20/02 5/20/02 5/23/02 5/20/02 6/20/02 6/20/02 6/20/02	100 100 100	11/30/03 10/14/03 8/ 6/03 12/28/06	1916 '09-12 1912 1911 1910 1916	3.25 2.30	3" WB. Bit. Mac Bit. Mac Oiled.  WB. CO 2½" BM. Sulphite. Bit. Mac	Mont Fulton	107 106 106 110 111 113 114 114
2.31 0.48 3.01 0.77 4.41 3.53	0.567	3,680 12,645 12,770 12,350 12,393 11,540 9,320 9,570	} 44 55 34	,065 50 ,635 00 ,100 00 ,757 00	22,032 50 4,317 50 27,550 00 17,378 50 18,750 00	5/9/02 5/19/02 5/15/02 5/20/02 7/25/02	100 100 100 100	11/39/03 7/15/03 8/ 4/04 12/ 2/03 12/14/03	1909 1910 1916 1916 1910	2.50 2.20 0.83	Bit. Mac HO B.M	Ulster Ulster Ulster	*116 116 117 118
3 62 1 16 1 00 0 93	0.613	9,540 8,660 9,500 8,570 9,750	36 10 9 8 14 28	,546 70 ,050 00 ,500 00 ,492 33 ,412 06 ,800 00	18,273 35 5,025 00 4,750 00 4,246 17 7,206 03 14,400 00	5/27/02 5/18/02 6/18/02 5/29/02 5/ 9/02 7/ 2/02	100 100 100 100 100 100	7/21/03 12/23/02 10/28/04 1/19/03 12/23/02 8/ 6/03	1912 1910	2 46 0.48	Bit. Mac. Bit. Mac. WB. Mac. Oiled. Oiled. BM. 4'SCon2'FCon	Onon Onon Cort Albany Broome.	120 121 122 123 124 124
1 .81 2 .08 5 .57 3 .02 5 .62 6 .58 1 .13 2 .01		10,520 11,820 9,618 8.630 6,790 7,710 8,490 9,160	24 53 26 38 50	,260 88 ,532 71 ,567 13 ,013 00 ,181 08 ,739 61 ,600 00 ,504 65	9,630 44 12,266 36 26,783 57 13,006 50 19,090 54 25,369 81 4,800 00 9,752 32	7/28/03 7/28/03 7/6/03 6/22/03 7/10/03 7/10/03 7/30/03 6/10/03	100 100 100 100 100 100 100	1/11/05 8/17/04 5/23/05 8/17/04 5/23/05 9/ 6/05 10/28/04 12/23/03	1914 1909 1916 1910 1915 1912 { 1909 1912	2.08 5.57 1.90 5.21 3.15	Bit. Mac. Brick. 6' FCon-16'. Brick. Bit. Mac. Bit. Mac. Bit. Mac. Bit. Mac.	Erie Erie	*12 12 12 12 13 13 13
2 07 2.88 1.75 4.52 6.74	0.686 0.614	10.290 10,470 8,010 7,970 7,995	31 14 36	,716 20 ,801 91 ,013 00 ,010 36	10,858 10 15,900 96 7,006 50 18,005 18 28,089 43	7/29/03 6/ 9/03 6/23/03 6/16/03	100	5/24/05 8/4/04 11/30/03 10/28/04 10/24/05	1910 1910 1910	3.30 1.22 4.00	Oiled	Broome. Dutch Clinton Clinton	13 13 13 13
0 96 1 96	0.621	9,620 6,840	10	,499 39 ,600 00	5,249 70 7,800 00	6/24/03	100	9/ 6/05 8/ 4/04	1915 1916 1912 1916	3.57 1.04 0.11 0.72	Oiled	Oneida	13 14
4 88 0 25 0 18 1 60 0 91 2 35	0.958 1.119 0.585 0.324	10,970 12,850 14,360 12,681 14,925 11,270	39	,826 96 ,317 12	31,913 48 19,658 56 15,215 00	6/16/03 6/18/03 6/15/03	100 100 100	9/13/05 1/11/05 12/ 2/03	{ 1910 1910 1912 { 1909	1.00 0.41 2.85 2.01	Bit. Mac \\ WB. Mac \\ Bit. Mac \\ WB. Mac \\	Ulster Ulster West	14 †14 14
4.04 1.00	0.581	10,290 6.240	47 6 40 26	,333 07 ,240 00 ,625 79 ,700 00	23,665 54 3,120 00 20,312 90 13,350 00	7/18/03 7/23/03 6/15/03 8/ 7/03	100 100 100 100	6/12/05 7/26/04 8/ 4/04 10/28/04	1910 1910 1910 1909 1912 1913	5.23 1.00 5.62 3.28 0.64	Bit. Mac	West Dela Ontario. Jeff	14 14 14
2.61 4 99 2 46 4 48	0. <b>625</b> 0. <b>534</b>	9,190 10,960 11,660	51 31	,543 41 ,232 71 ,717 17	16,771 70 25,616 36 15,858 59 31,052 31	6/16/03 6/14/03	100	10/28/04 12/21/07 12/26/07	1909 1910 1914 1909 1910 1911	2.28 0.41 4.09 2.12 3.27	WB. Mac Bit. Mac WB. Mac WB. Mac Bit. Mac Bit. Mac Oiled	West West	14 14 15 15
2.50 6.13 3.88 8.63 2.50 2.69	0.546 0.186 0.676 0.180 0.564	7,730 6,400 11,000 5,380	57 24	104 62 333 00 438 00 001 94 016 77 595 37	9,666 50 47,219 00 28,500 97 12,008 39	6/19/03 6/20/03 6/24/03 6/24/03 6/20/03 7/15/04	100 100	10/12/07 6/20/03 11/ 4/08	1907		WB. Mac Oiled Oiled Oiled Oiled	Mont Orange Orange	15 15 15 15 15

# APPENDIX A — COUNTY HIGHWAYS JANUARY 1.

See page 518 for explanation.

	Mı	Les	ایرا	_		M	ATERIALS U	SED I	n Construction	ĸ
		act	ратете	roadway	воттом			TO	P	
	Accepted	Under contract	Width of pa	Width of ro	Kind	Thickness	Kind	Thickness	Binder	Surfacing
,	3.48		†17	22		<u>.</u>	Grv	Av.5	Sc., water.	
3	0.70 ∫ 2.11		14	25.8 26	Lo. St. 3, 2 Graded	5	Lo. St	1	Sc., water	
ı	1.38	l . <i></i>	15	26	1		Grv	3	Water	
)	3.42		14 14	22	ShGrv	Av 7			Sc., water.	
ιl	7.30	1	†12	24	Lo. St	3	Lo. St	3	Sc., water.	
.	1.31		14 14	24	Lo. St Li	3	Sh Lo. St	3	Li. Sc., water.	011
	1.71		16	26	Li	3	Li	3	Se., water.	
5	2.06		16	24	Sst. Lo. St. Lo. St.	4	Grn Lo. St	2	Sc., water.	
•	∫ 3.40		16 14	26	Lo. St	4	Lo. St	2	Se., water.	
7	<b>14.74</b>	1	12-16	22-28	Lo. St Lo. St	4	Lo. St	2	Sc., water Sc., water Sc., water	Li. and Li. So.
Α	0.57		14 14-16	20-26	Lo. St	4	Lo. St Lo. Li	3	Sc., water.	La. and La. Sc.
- 1	1 0.75	·	15, 16	22-26	Lo. Li	4	Lo. Li	3		
3	4.02 2.88		12 12	18 18	Li	1	Li Li	2	Sc., water.	
ll	2 00		16	24	Li Lo. Li Lo. St	4	Lo. Li	2	Li. Sc., water	
	0.70 1.00		16 16	40 28	Li.	1	Li	2	Sc., water	
:	2.17		16	24-28	Li Lo. St	4	Tr	2	Sc., water	
	1.84 2.31		12 16	32	Lo. St Li	3	TrLi.	3	Sc., water Tr. Li. Sc., wat	
,	5.00		14, 16	24-26	Li	3	Li	3	Sc., water.	
	7.38 2.35		12 16	26 32	Tel. 8°, Li. 3° Li	11	Li Li	3	Sc., water Tr. Sc., water	
,			16		Lo. St		Lo. St			
A					(In center)		App. St Lo. St	1	Lo. Sc., water Sc., water Sc., water	
A	1.00		16	25	Lo. St	3	Lo. St	3	Sc., water.	
	6.04	<u> </u>	12		Lo. St	i	Li		Sc., water	• 1
3	2.98		12 12	25	App. St	4	Grv	4	Sc., water. Loam and water	'
3	3.03		12	26	App. St Lo. St	4	Lo. St	2	Sc., water	
١	2.96		12	26	Grn	1	Li		1	1 .
5 A			12 12	26 26	App. St	4	App. St	2	Sc., water Sc., water Sc., water	
5	\ i.00		12	26	App. St	4	Li	3	Sc., water	
5A	1 00	 	12-16	26	To St	4	ا <u>آ</u> لناِي	2	Sc. water.	
7	1.72	1	12, 16	24-28	App. St	1 3	Li. or Grn.	3	Sc., water Sc., water Sc., water	
3	4.83		12		Li. or Grn	i	Li. or Grn.	ľ	oc., water	
	1.29		12 12	20	App. St Li. or Grn	3	Li. or Grn. Li. or Grn.	3	Sc., water	
i	4 55		12	18	I.o. St	. 3	Li. or Grn.	3	Lo. Sc., water	
3	3.54		14 12-16	24 26	Li	11	Tr	3	Sc., water	
ı I	1.49		14	24	Li Tel. 8", Li. 3" Lo. St.	3	LO. St	3	Sc., water. Li. Sc., water. Lo. Sc., water. Sc., water. Sc., water. Sc., water. Lo. Sc., water. Lo. Sc., water. Lo. Sc., water. Lo. Sc., water. Li. Sc., water. Li. Sc., water. Li. Sc., water. Li. Sc., water.	
3	4.01	·	14 18	24 21	Lo. St	3	Lo. St Grv	Av.5	Lo. Sc., Water	
7	3.33		14	24	Lo. St	3	Grv Lo. St	3	Lo. Sc., water	
3	{ 4.29 2.24		16 12	22	Li	3	Li Lo. Bl	3	Sc., water	
9	7.87		12	26	Tel. 8", Lo. 3" Li	: 11	Lo. St	3	Se., water	
0	2.75		†14-20 14-16	23	Lo. St.	1 3	Lo. St	1 3	Lo Sc water	1

# 1898 TO DECEMBER 31, 1916 — (Continued)

o Jes		Costs			P		PR	ESENT 1	PAVEMENT			
Equivalent 16' mileage	Per square yard of pavement	Per mile of 16'- 26' highway	Total	State's share	Date of con- tract	Per cent completed	Date of acceptance	Year resurfaced	Miles	Туре	County	Highway No.
3.66 0.61 2.04	0.864	6,810 11,830 4,160	22,300 00 7,565 00 15,845 90	11,150 00 3,782 50 7,922 95	7/20/06 9/ 1/06 6/15/04	100	1/ 3/08 10/14/07 9/13/05	1913	0.70	Oiled Bit. Mac	Orange Mont Orange	157 158 159
1.30	0.214	5,190 6,550	50,879 44	25,439 72	6/18/04	100	12/19/06			Oiled	Orange	160
2.99 5.48 1.15	0.705	7,030 10,950 7,550 9,310	75,825 50	37,912 75	6/18/04	100	1/ 3/08			Oiled	Orange	161
1.22 1.71	0.669 0.626	9,310 8,720	11,860 57 14,907 00	5,930 29 7,453 50	6/ 9/04 6/17/04	100 100	9/13/05 10/28/04	1909 1910	1.39 1.71	WB. Oiled WB. Oiled	Otsego. Schenec. Dela	163 163 * 164
2 06 3 39 0 21	0.556 0.550 0.630	8,665	14,972 38 29,337 63	7,486 19 14,668 81	6/14/04 6/17/04		12/17/06	1912	1.00 2.64	Oiled	Monroe	165 166
3 63 0 50 2 55		7,430 8,150 10,290	33,070 45	16,535 22 17,400 00	6/ 7/04 S/14/03 6/17/04	100	10/11/05 12/17/06 7/14/05	1916   1909   1910	1.60	Oiled	M'nroe M'	167 167A 168
0 71 3 10 2 20 2 00 0 70 1 00 2 17 1 37 2 31	0.655 0.484 0.500 0.521 0.714 0.782 0.746 0.639 0.724	6,970 7,200 9,640 9,115 10,370 9,830	21,012 75 15,374 36 14,398 92 7,391 20 9,069 86 22,500 00 13,492 10 22,978 44	10,506 38 7,687 18 7,199 46 3,695 60 4,534 03 11,250 00 6,746 05 11,489 22	6/18/04 6/17/04 6/14/04 10/15/04 10/15/04 6/16/04 6/16/04 7/26/04	100 100 100 100	11/ 3/04 7/16/06 6/20/06 12/ 5/06 6/20/06	1910 1910 1910 1910 1915 1915	2.00 0.70 1.00 1.22 1.25	WB. Mac	Mon oe. Mon oe. Mon oe. Monroe Broome, Broome, Albany.	169 170 171 172 173 174 175 176
4 86	0.597		46,962 70	23,481 35	6/ 9/04	100		1914	1.98 5.00 1.30	Brick	Albany	177
5 97 2 35		13,730 11,901	93,305 55 30,930 03	46,652 78 15,465 02			12/31/06 6/20/06	1916 1916 1913	7 3 5 0 .57	3" WB. Oiled.	Albany.	178 179
2.82 2.82	0.591 0.034 0.625	9,280 355 9,635	26,175 03 924 97 27,100 00	13,087 52 462 48 13,550 00	6/17/04 11/ 7/06	100	8/28/05 12/17/16	1914	2.82	Concrete	Mont Mont	180 180A 180
4.53	0,613	9,360	47,848 30	23,924 15	7/16/04	100	9/13/05		2.19	Bit. Mac }	Jeff	180A 181
2.17 0 08 2 27	1.053 0.589	12,170 14,609 8,600	30,645 57 21,900 00	15,322 79 10,950 00	7/14/04 6/18/04	100		1910 1909 1910 1912	2.76 0.22 3 03	Bit. Mac   Bit. Mac   Bit. Mac	Jeff	182 183
2.22 0.75 0.75	0.581 0.527 0.157	8,370 10,135	21,321 45 8,792 15 1,287 00	10,660 73 4,396 08 643 50		100 100 100	1/11/07	{ 1909 1912 1909	0.80	WB. Mac Bit. Mac WB. Oiled	Jeff Jeff	184 185 185A
0.75 0.87		7,440	10,079 15 6,800 00	5,039 58 3,400 00	10/19/04 6/11/04		6/20/06 6/12/05		1.00	Bit. Mac	Jeff { Jeff Ontario.	185 185A 186
1 48 3 71 0 98		7,440 9,910 10,380	15,517 26 39,346 56 11,092 66	19,673 28 5,546 33	7/14/04 6/10/04	100	12/ 7/06	1910	2.46	Bit. Mac	Ontario.	187 188 189
1 81 3 42 3 06 7 99 1 30 3 60 3 44 2 90 3 59	0 708 0 637 0 537 0 627 0 616 0 686 0 169 0 655 0 698	10,180 10,960 11,400 9,535 19,520 10,330 5,355 10,830 13,655	18,200 00 37,500 00 38,318 75 76,030 46 15,042 55 38,773 72 15,777 20 33,440 95 71,100 00	9,100 00 18,750 00 19,159 37 38,040 23 7,521 28 19,396 85 7,888 60 16,720 48 35,550 00	6/10/04 6/17/04 6/ 9/04 6/11/04 6/10/04 1/23/04 6/23/04 6/13/04 6/ 9/04	100 100 100 100 100 100 100	12/ 7/06 12/17/06 7/16/06 12/ 5/06 9/21/05 12/ 5/06 12/ 5/06 8/25/05 12/ 5/06	1910 1915 1910 1912	2.75 1.49 4.01 1.60 1.73	Oiled. WB.Mac. WB. Mac. Oiled. WB. Oil. Grv.Con.(d)BT Oiled. 3" WB. WB. WB. WB. Mac.	Ontario . Ontario . Albany . Albany Rens	190 191 192 193 194 195 196 197 198
1 68 5 90 2 73 3 20	0.576		66,730 33 26,244 31 30,472 24	33,365 17 13,122 16 15,236 12	6/ 9/04 7/12/04 6/13/04	100 100 100		1916	2.75	3" WB 3" WB	Albany Renss Renss	199 200 201

# Annual Report of the

# APPENDIX A — COUNTY HIGHWAYS JANUARY 1,

	Mı	LES				Мат	erials Usei	IN (	Construction	ı	
		ig t	vernen	roadway	воттом			TO	)P	1	
LIEUWBY ING.	Accepted	Under contrac	Width of pavement	Width of ro	Kind	Thickness	Kind	Thickness	Binder	Surfacing	•
02	5.42		16	30	App. St	3	Tr	3	Sc., water		
03 04 05 06	2.18 0.59 3.45 2.67	- <b></b>	12, 16 12 12 12	20	LiLi. LiApp. 3, Grn. 3	3	Li Li Li Grn	3 3 3 1	Sc., water Sc., water Sc., water Sc., water		
07	6.21		14	24	Li	3	Li	3	Sc., water		
08 09 10 11 12 13 14 15 16	0.85 0.57 1 01 2.83 1.87 2 00		16, 20 12, 14 12, 14 16 16	24, 28 26, 28 24 24 28 28	Li Lo. St. Lo. St. Lo. St. Lo. St. Lo. St. Lo. St. Lo. St. Lo. St. Lo. St. Lo. St.	4 4 4 4 3	Tr. Li Lo. St	2 2 2 2 2 2 2 2 2 2 3 3	Sc., water. Sc., water. Sc., water. Sc., water. Sc., water. Sc., water. Sc., water. Sc., water. Sc., water.		
18			12	26	Lo. St	4	Li	l	Sc., water		
19 20 21 22 23	0.87 0.11 0.13 0.37 3.47		14 16-25 16 22 22 †14-20 16	22-40 22 24 24 24	Li. Lo. St.	3 3 3 3	Li Lo. St Tr	3333333	Sc., water		
24	5.82		10	2 3	Lo. St	4	Lo. St	2	Sc., water	.l	
25	5.75	······	12-16		Lo. St	4	Li	2	Sr., water	.,!	
26 27 28 28 29 30 31 32 33	8.27 7.01 0.07 2.64 1.64		14, 116, 22 14-16, 9-31	24, 26 24-28 26 28, 30	Lo. St. Lo. St. Lo. St. Li. Lo. St. App. St. S Con. Lo. St. Lo. St.	3 3 6 3	Tr. Lo. St. Lo. St. Li. Lo. St. App. St. Brick. Lo. St. Tr. Li.	3 4 3 3 3 4 4 3	Sc., water	co	-
35 36 37 38 39 40 41	2.23 4.19 1.45 5.09 4.96 1.00 4.36		14, 16 15 16	18, 26 35 32	Lo. St. Li. Lo. St. Gn Lo. St. Li. Lo. St. Li. Lo. St. Grv. Con Lo. St., or Tr.	3 6 3	Li. Li. Li. Lo. St. Brick Lo. St.	2 2 2 3 4 3	Sc., water Sc., water Sc., water Sc., water Sc., water Sc., water		
42 43 44	1.23 1.72 0.12 6.01		14 16 18 14	28 28 24, 26	Lo. St. Lo. St. S Con. Lo. St.	6	Lo. St Li Brick Tr., Li	3 4 3	Sc., water		
45 46 47	1.21 { 0.36 1.67	i 	14-16	26 24-26	Lo. Li	8 5	LiStStSy.	2 1 1	Se., water Sc., water Sc., water Sc., water Sc., water Sc., water	.	

# 1898 TO DECEMBER 31. 1916 — (Continued)

			Coers			P		P	RESENT	PAVEMENT		
Equivalent 16' mileage	Per square yard of pevement	Per mile of 16'- 26' highway	Total	State's share	Date of con- tract	Per cent completed	Date of accept- ance	Year resurfaced	Miles	Туре	County	Wishess No.
5.42	0 424	9,940	53,889 1	26,944 59	6/20/04	100	7/21/06	( 1914	0.86	Brick	Renss	2
1.76 0.47 2.63 2.02	0.720	14,965 11,600 13,240 9,870	19,295 2 5,348 8 39,000 0 20,646 7	9,647 64 2,674 42 19,500 00 10,323 35	6/10/04 7/11/04 6/16/04 7/10/06	100 100 100 100	9/13/05 6/20/05	1915 1910 1910 1915 ( 1909	2.20 0.59 3.45 2.67 2.69	Bit. Mac	Ontario . Ontario . Ontario . Ontario .	25 54 54 54
6.00	0.665	9,050	52,432 3	26,216 19	7/14/04	100	12/ 4/06	1909 1914 1915	1.00	Brick	Ontarlo .	2
0.97.	0 610 0 603 0 621 0 615 0 596 0 575 0 543 0 542	10,095 11,010 9,900 7,650 9,900	8,450 00 7,539 66 11,281 66 4,639 7 8,987 8 31,144 4 15,911 7 15,412 00 10,787 20 9,569 4	3,769 84 5,640 82 1 2,319 86 3 4,493 93 4 15,572 22 7 7,955 89 0 7,706 00 9 5,393 65	12/31/06 6/16/04 6/16/04 6/16/04 6/16/04 6/16/04 6/16/04 6/13/04 7/14/04 7/14/04	100 100 100 100 100 100 100	12/ 5/06 12/ 5/06 9/13/05 9/22/05	1915 1910	0.95	24 BM Oiled	Cort Broome Broome Broome Broome Broome Cort Delaware Delaware	010404040404040404
3.57	0.561	9,380	37,700 0	18,850 00	7/30/04	100	12/—/05	1914 1910 1912	0.81 1.89 2.00	Bit, Mac WB. HO.* Bit. Mac	Chen	:
) 60 ) 90	0.648 0.575	8,885 10,700 14,080	6,488 3 10,752 6	3,244 16 5,376 31	8/ 6/04 7/14/04	100	10/17/05 9/13/05		******	Oiled	Otsego	1
). 1S	0.626 0.823	10,155	7,221 1		6/14/04	100	10/28/04	1909		WB. Mac	Otsego.	1
3 17,	0.603	9,690 12,380	31,979 0- 48,491 3	15,989 52 24,245 69	6/13/04 7/20/04		6/28/05 12/ 3/06		1.53	BM	Dutch	-
3.64	0.439	8,000	37,548 0	18,774 03	7/9/04	100	6/20/06	1916 1913 1914	1.80	Bit. Mac	Chen	:
5.28	0.471	8,640	47.588 7	23,794 36	7/13/01	100	12/10/06	1912	2.54	WB Mac	Chen	1
2.86 2.20 3.03 5.02 3.67 5.19	0.706 0.510 0.580 0.591	10,890 12,220 10,670 12,470 10,380 9,930	30,700 00 61,600 00 81,500 00 88,200 00 66,100 00	30,800 40,750 00 44,100 00	6/29/06 11/27/06	100		*****	4.82	Bit. Mac Bit. Mac Oiled Oiled	Yates Renss Ulster Ulster Ulster Ulster	*2 2 2 2 2 2 2 2 2
0 29 2 31 1 64 5 21 1 85 3 39 1 45 3 94 4 43 9 97 4 36	2 800 0 658 0 609 0 578 0 669 0 616 0 635 0 561 0 577 2 038	30 .540 8 .700 8 .620 10 .320 9 .700 9 .700 8 .760 8 .470 11 .170 32 .160 5 .355	21,000 00 14,130 00 62,150 00 19,180 00 39,488 00 12,700 00 36,450 00 52,500 00	0 10,500 00 7,065 00 31,075 00 9,590 00 9 20,138 93 6,350 00 18,225 00 0 26,250 00 16,475 00	7/ 9/06 7/ 9/06 7/ 7/06 7/ 6/06 9/20/07 7/ 9/06	100 100 100 100 100	10/16/07 12/12/07 9/—/08 10/ 8/07 1/18/10 8/19/07 10/—/08 9/12/08 1/27/08	1913 1913 1912 1912	2.64 1.64 2.23 1.45	Bit. Mac Bit. Mac Bit. Mac Oiled Bit. Mac Oiled Bit. Mac Oiled Bit. Mac	Essex. Herk. Jeff. Jeff. Jeff. Jeff. Jeff. Jeff. Jeff. Saratoga Saratoga	222222222222222222222222222222222222222
(اربا 72	0 631	8,320 15,350	27,700 0	4,705 00 13,850 00	7/13/06 7/ 9/06		12/21/07 10/27/03	1915	1.23	Bit. Mac	Saratoga Saratoga	2
0.12 5.22	2.750	35.210 10,820	1	100	7/ 9/06	634	10/-/08	1914		Bit. Mac)	Saratoga	2
0.92 0.36	0 976	14,485 11,870	15,567 3: \ 18,850 0		9/20/07 7/12/06		7/20/09 12/12/07	1915	1.31	Bit. Mae	Onon Fulton	22
1 57 3 69 1 51	0 596 0.714	8,990 10,220 10,580 9,700	42,270 0 17,980 0	21,135 00 8,990 00 14,000 00	7/ 9/06 9/ 1/06 7/ 6/06		11/ 5/08 9/ 5/08 10/24/07	1912	3.14	Bit. Mac Oiled Bit. Mac	Fulton. Fulton.	222

# Annual Report of the

# APPENDIX A - COUNTY HIGHWAYS JANUARY 1,

518 for explanation.

Milb		#		1	MATI	RIALS USED	in (	Construction	
	75	pavement	roadway	BOTTOM			TO	P	
	Under contract	Width of pa	Width of ro	Kind	Thickness	Kind	Thickness	Binder	Surfacing
22 .		23	25	T Con.		App St	3	Asp. (?) M. M. Sc., water.	
61 .		16 1 <b>6</b>	ı 30–32	Lo. St Lo. St	3	Lo.St.2Gn1 Lo. St	3	Sc., water	
15		12	20	Li. or Lo. St	3	Li	3	Sc., water	
92 .		12	20	Li. or Lo. St Fld Li. or Lo. St	3	Li	3	Sc., water	
13 .		16, 20 16	26, 38	Li. or Lo. St		Li Li	3	Sc., water	
92	••••	16	25	Li. 3, App. St. 3	3	Li	3	Sc., water	
55 .		16	25	Li Li. 3, Li. 3 †	6	Li	3	Sc., water	
BU.		16			4	Grn	3	Sc., water	
	• • • • • •	16 14, 16	30-24	Lo. St	4	Grn Lo. St	3	ISc., Water	
4		14, 10	28	Lo. St. 3', 2' Lo. St. 3', 2'		Li	3	Sc., water	
1 .		14				Li Lo. St	Š	Sc., water	L.C.O
<b>6</b> .	•••••	14, 16	24, 32	Lo. St. 3, 2			!	Sc., water	
U .		14 16	24-26	Lo. St. 3, 2 Lo. St. 3, 2 Lo. St.		Lo. St Li	3	Sc., water	
6		l ie	24-26	Lo. St	3	Li	3	Sc., water	
4 .		16	26	Li. or Lo. St	3	Li.orLo.St.	3	Sc., water	
8'.	• • • • • •	14	n na	Lo. St. 3, Tr. 2.	5	Tr		Sc., water	
1		12 12	23 26	Lo. St	5	SyLo. St	3	Sc., water	
)l.		12, 16	26, 28	Lo. St	4	Tr	2	Sc., water	
) <sup>'</sup> .		12	20	Lo. St. Lo. St. Lo. Fld. Tr. 3, Tr. 2 Li. St. 3, Sy. 2		Grn	3	Sc., water	
Β.	• • • • • •	16 16	32	Tr. 3, Tr. 2	. 5	Tr		Sc., Water	
٠ 1		16	32	Lo. St	4	Sy Lo. St	2	Sc. water	
5'.		16	32	Old Mac	l. <b>.</b>	Sy	3	Sc., water	
2.		16	28	Li	3	Li	3	Sc., water	
D, .		16 12	24 26	Lo. St	4	Li	1	Sc. water	
3	• • • • • •	12	24, 20	Lo. St App. 3, Tr. 2 Lo. St Fid	5	Tr Lo. St	3	Sc., water	
4 .		16	22	Fld	3	Li	3	Sc., water	
<b>4</b>  .		12 16	26	Gn Lo. St		GnLi	3	Sc., water	· · · · · · · · · · · · · · · · · · ·
		16	28	Lo. St.	4	Tr.	2	Sc., water	
		16	26	Fld	4	Tr	13	Sc., water	
.ا.	•••••		····			Lo. St			
3		12 12	20	Lo. St	3 5	Lo. St	1	Sc., water	Oil (10)
i i		14-20	26	FldLo. St., 3, 2	5	Li Lo. St	i	Sc., water	
2 .		12	24, 26	Lo. St., 3, 2 Lo. St. App. St., 3, 2	5	Lo. St	1	Sc., water	
5.		12	28	Lo. St	4	Grn App. St	3	Sc., water	
<u>ا</u> .	• • • • • •	†12-20	20	Арр. ос., о, 2	9	App. St		OC., WALET	
2'.		18	28			Grv	5	Sc., water Sc., water Sc., water Sc., water	
٠١.				Li Lo. St Imp. Li Lo. St.			9	à	• • • • • • • • • • • • • • • • • • • •
ΰ.	• • • • • •	16 16	20	Lo St	3	Sy Li	2	Sc. water	
0	• • • • • • • • • • • • • • • • • • • •	12	26	Imp. Li	4	Li	2	Sc., water	
13.		16	26	Lo. St		Į.i	2	Sc., water	
.7∙.	• • • • • •	12 12	26	Li.		Li Gra	3	Sc., water	T. (17)
ø.		16	47, 32 28	LiLo. StLo. St		Sst	3	Sc., water	(
4		16	1 26	Lo. St	4	Tr	3	Sc., water	<b></b>
4 .		1 116	26	LiLo St	4	Gn Lo. St	3	Se., water	· · · · · · · · · · · · · · · · · · ·
U .		14 12	1 94	110 84	3	Lo. St	3	Sc., water	
3	• • • • • •	12	22	Lo. St	3	Lo. St	3	Sc., water	
4 .		12	22-26	Lo. St	3	Lo. St	3	Sc., water	
0.	•••••	14	24	App. St. 3, 2	5	App. St	1 2	Sc., Water	
4		16	24-29	Dol	2	Li	3	Be., water	
25.	<b></b>	ie	22-28	Li	3	Li	3	Sc., water	
5.		16	22-24	Li. Lo. St. Lo. St.	3		3	Sc., water Sc., water Sc., water	
. 1		16	i 22-24	III.a. St	₁ 3	Lo. St	1 3	DO., WRICE	

a list by counties. † Changed from original plans.

# 1898 TO DECEMBER 31, 1915 — (Continued)

980			Совтв			Р		P	RESENT	PAVEMENT		
Equivalent 16' mileage	Per square yard of pavement	26' highway	Total	State's share	Date of con- tract	Per cent completed	Date of acceptance	Year resurfaced	Miles	Туре	County	Highway No.
4 61 2 64 2 40 2 25 2 33 3 23 0 73	0.757 8 0.511 7	5.455 1.605 7.540 9.433 9.370 3.660 7.263	154,063 00 18,379 79 21,623 00 21,701 57 27,700 00 23,725 00	62,931 50 9,189 90 10,811 50 10,850 78 13,850 00 11,862 50	7/10/06 7/ 5/06 7/11/06 7/11/06 7/11/06 7/11/06	100 100 100 100 100	1/ 3/08 10/19/06 6/23/07 11/20/07 10/18/08 12/19/08	1916 1912 1916 1913	2.72 2.79 0.79 0.79 1.14	BM	Monroe Monroe Monroe Monroe Monroe	250 251 252 253 254 255
3 60 3 49 4 82 6 42 3 76 5 15 4 08	0 593 7 0 595 7 0 620 9 0 669 9 0 867 10 0 667 9	3,310 3,670	28,365 96 26,250 00 52,020 00 64,446 00 42,960 00 50,150 00 36,744 24 42,400 00	14,182 98 13,125 00 26,010 00 32,223 00 21,480 00 25,075 00 18,372 12 21,200 00	7/13/06 7/11/06 7/—/06 7/ 6/06 8/ 1/06 7/ 6/06 7/ 6/06 7/18/06	100 100 100 100 100 100 100 100	1/ 5/08 9/17/07 1/ 3/08 12/21/07 10/—/08 11/21/08 11/16/08 8/13/08	1915	7.34	Oiled	Monroe Monroe Clinton. Clinton. Clinton. West. West.	256 257 258 259 260 261 262 263
4.50 0.83 3.31 1.02 4.03	0 718 9 0 711 9 0 688 11 0 681 10 0 900 12 0 622 11 0 615 8 0 9 6 11 0 805 J2	2,150 1,580 3,560 1,205 2,410	10,629 79 28,670 50 11,728 34	3,412 12 15,000 00 7,335 00 30,125 00 5,314 90 14,335 25 5,864 17	7/10/06 7/12/06 7/12/06 7/12/06 7/12/06 7/11/06 7/10/06	100 100 100 100 100 100 100	1/ 5/08 8/—/08 8/—/08 6/15/08 7/39/07 1/ 5/08 9/—/07	1915	2.78	Oiled	Broome. Broome. Broome. Broome. Broome. Monroe. Nassau.	264 265 266 267 268 269 270
1.35 1.30 1.34	0.678 11 0 479 0.769 10 0.636 13 0.617 10 1.010 13 0.701 13 0.708 10 0.786 10 0.761 10 0.659 10	0,830 3,270 0,710 3,550 0,630 0,760 0,875	\$ 99,700 00 13,700 00 17,250 00 15,990 08 33,717 00 39,200 00 31,131 54 25,937 06 26,963 87 17,062 12	49,850 00 6,850 00 8,625 00 7,995 04 16,858 50 19,600 00 15,565 77 15,822 83 14,290 75 8,531 06	9/15/06 7/10/06 12/ 4/07 7/12/06 6/12/06 7/13/06 7/13/06 7/12/06 9/20/07 9/20/07 9/18/06	100 100 100 100	1/10/07 11/17/08 2/13/08 12//08 9/16/07 4//10 11/25/03 11//08 1/10/03	1910 1914	1.21 1.31	Bit. Mac Bit. Mac Oiled Oiled Bit. Mac	Erie Seneca Broome. Broome. Monroe.	272 273 274 275 276
5.34 3.84 3.59 2.70 4.19 4.01	0.598 0.584 0.580 0.622 11 0.627 0.709	0.640 5.140 9.860 1.240 3.180	65,775 00 70,400 00 35,440 00 34,900 00 37,379 61 43,750 00	32,887 50 35,200 00 17,720 00 17,450 00 18,689 81 21,875 00	8/30/06 9/ 4/06 7/ 2/06 7/ 7/06 9/20/07 8/30/06	100 100 100 100 100 100 100	8/24/08 11/ 2/08 7/11/08 12/21/07 7/20/09 12/25/07	{ 1914 } 1916	0.41	Bit. Mac Oiled Bit. Mac Oiled	Orange Orange Orange Renus Renus Monroe. Rensus	*281 282 283 284 285 286 287
1.09 0.89 0.75 0.33 0.51	0.198 4 0.990 12 0.722 12 1.055 12 0.808 10 0.959 11	2,830 2,810 2,965 3,025	16,867 35 13,826 00 11,400 00 10,511 19 9,496 34	5,255 59 4,748 17	7/ 3/06 8/31/06 10/18/07 7/10/06 7/10/06	100 100 100	5/18/08 12/30/08 9/ 8/09 8/10/09	1914 1914 1914	1.06	Brick Oiled Bit. Mac	Onon Onon Onon	290 291 292 293
4.54 2.80 4.54 3.74 1.93 2.08 0.85 1.75 1.75 2.21	0.631 9 0.864 12 0.904 11 0.881 11 0.622 12 0.875 11 0.610 8 0.650 11 0.650 11 0.657 10	0,040 2,540 1,780 1,525 3,280 2,380 1,382 3,300 9,910 9,910 1,650 9,600 0,888	45,000 00 35,100 00 53,504 00 43,100 00 16,600 00 10,200 00 16,000 00 17,300 00 21,912 00 61,394 10 69,625 00 56,600 00	22,500 00 17,550 00 26,755 00 8,300 00 14,536 00 5,100 00 8,650 00 10,956 00 33,773 10 34,812 50 28,300 00	9/17/07 7/10/06 7/10/06 7/10/06 7/10/06 7/11/06 7/11/06 7/ 9/06 7/ 9/06 9/20/07 9/20/07 7/ 3/00 C/20/07	100 100 100 100 100 100 100 100 100 100	11/30/08 1/16/08 1/22/08 7/30/07 10/ 8/03 7/—/08 12/ 3/06 10/—/07 10/—/07 9/30/08 7/14/10 10/—/08 11/ 4/08	1915	2.92	WB. Mac Oiled	Monroe Oneida Oneida Oneida Mont Mont Mont Mont Mont Uster Ulster	294 295 296 297 298 299 300 301 302 303 304 305 306

# APPENDIX A -- COUNTY HIGHWAYS JANUARY 1,

See page 518 for explanation.

	Miles		4		Materials Used in Construction								
	ţ		pavemen	roadway	BOTTOM		1	TC	1	of pave-			
Highway No.	Accepted	Under contract	Width of par	Width of ros	Kind	Thickness	Kind	Thickness	Binder	Surfacing	Square yards of ment		
8	4.16		†16	24	Set	3	Set	3	Sc., water		39,2		
ο 0	3.97 . 0.28 .		14, †16 14	26 26	SetSet.	3 3	Set	3 3	Asp (10) Se., water	C. O. (10)	33.0 2.3		
	4.38 . 4.80 .	1	12	22	Lo. St.	3	Lo. St.	3	Sc., water		30,8		
A	4.80 . 1 00:. 4.37 <sub>1</sub> .	<b>.</b>	12 14 16	22 24, 26 26, 28	Set Set Lo. St	3	Sst Sst Lo. St	3 3	Sc., water Sc., water Asp. (10) Sc., water	ļ	34,2 8,3 40,9		
	[ 2.72		16 <del>1</del> 16 <u>1</u>	24-26	Lo. St	†4	Lo. St	3	Sc., water		25,2		
	1.26	l	16	28 28	Lo. St	5	Lo. St	1	Sc., water. Sc., water. Li. Sc., water. Sc. water. Sc. water. Sc., water. Sc., water. Sc., water. Sc., water. Asp. (10).		7, 3 11, 8		
- 1	{ 1.98 . 0.74 .		16 16	28 28	Lo. St. Lo. St. Lo. St.	3	Tr. † Li Lo. St	3	Sc. water		18,49 6,8		
3	2.03. 3.66. 5.72.		14 16	22-32	Lo. St Lo. St	3	Li	3	Sc., water	'	16.6 34,2		
2	5.72]. 4.31].		16 16	20, 28	Sub	8	Li	3	Sc., water Asp. (10)		54,45 41,00		
3	3.86		16	28, 32	Sub. 5, App St. 2	••••		1		. 1			
•	3.19		16	28	Sub		Li Li	3	Asp. (10) Asp. (10)		36,34 30,30		
5		2.49 0.46	12 12	28 28	Fld Fld(Shoulders)	10	Li	3	Asp	· · · · • • • • · · · ·	17.5 3.2		
	4.03		14-16	28-30	(Shoulders)	7	Li Imp. Li	4 3	Asp. Asp. Water. Trn. (7)	Ber. (1)	6.3 33,3		
	1.31	::::::	12	26	Lo. St		t.i	2	So, water Sc, water		9,9		
	2 04 . 0 28 .		12 12	24-26 24	Lo. St. App. St App. St Lo. St.	4	Li Li	2	Sc., water		14,6 1,8		
	2.44		14	22-28 26 28	Lo. St	4		2	Se., water		20, 29 34, 44		
1	3.23 1.09		14 14	24, 28	Grn. Lo. St. Li	3	Lo. St	3 3	Sc., water		26 47 8.9		
1	1 65 5 20		16 12	32	Li App. St Lo. St.	3	Li	3	Sc., water		15.7 38.0		
	3.17 1.58		12 12	24-28	Lo. St.	4	Li Li	2 2	Se., water		22,9		
	1.38		16	26	Lo. St.	4	Li Li	2	Sc., water		11,12 13.0		
i	7.25		12-16 14	22 26	Lo. St. Lo. St. Li. Lo. 3, Li. 2. Lo. St. 3, 3	5	Li <u>L</u> i	1	Sc., water		24.39 61.2		
1	1.11	• • • • • • •	16	26, 28 24	Lo. St. 3, 3	6	Tr Grv. Av	5	Se., water		24.4/ 10.5		
	2 23 . 1.78 .		14 14	24, 26 24, 26	Lo. St	3 5	Lo. St Lo. St	3	Sc., water Sc., water		18,24 14,6		
	4.66 2.52		14 14	24-30 24	GnLi	3	GnLiGn. Li	3	Sc., water	l. <b></b>	38.3 20.8		
3	2.87 1.96	• • • • • •	14 16	24 26	Set	3 6	Gn. Li Li	t21	Ber. (1) Sc. water		23.2 18.7		
)	1 2.98		14,16	26	App. St	4	App. St	2	Aup. (10)		27,70		
j	3.97	!	14, 16 16	26 26	App. St	4	App. St	3	Asp. (10)	C O	33,20		
2	7.80 1.91		14 14	24, 20	SabGrv.Con(d)(24)	6	Set	3	Se., water Se., under Se., water Se., water Se., (10) Asp. (10) Asp. (10) Asp. (10)	HO (10) Sc. HO (10)	64.9		
3								- 3		T (17)	15,60		
4 5	1.17 4.51		†18 <del>]</del> -32 16	30-32 26-41	SCon(d)(1,6,24) Li	5	Brick(2,25)	4	Sc., water		17.00 42.04		
6	9.22 1.57		16-20 16	24-32 28, 32	SCon(d)(1,6,24) Li.	3	Li. Tr	3	So, water		86.1 14.7		
8	{ 5.63 . 1.45 .		16 16	30	Lo. St	3	Tr	3	Sc., water	Li. Se	\$2.8 13.50		
9	1.89		16 16	23	I.o. St	3	Gn	3	Sc., water	u. oc	17.77 3.2		
0	2.22 .	• • • • • •	16 24	26 26	Lo. St., 3, 2 Lo. St., Gn	5	Tr. 2, 1 Lo. St Gn	1	Sc., water		20,83 18,26		

<sup>\*</sup> See list by counties. † Changed from original plans.

# 1898 TO DECEMBER 31, 1915 — (Continued)

Equivalent 16' mileage			(	Coers		Date of contract	Per cent completed	Date of accept-	PRESENT PAVEMENT				
	Per square yard of pavement	Per mile of 16'- 26' highway		Total .	State's share				Year resurfaced	Miles	Туре	County	Highway No.
4.16	0.683	12,630		52,550 00	26,275 00	1/10/08	100	11/ 2/08			Oiled	Ulster Ulster	308 *309
3.52 0.25	0.680 0.556	10,735 9,570	}	42,367 30	21,183 65	5/ 8/11	100	1/ 8/12				Ulster	310
3.39 3.60 0.89 4.37	0.593 0.500 0.650 0.602	11,204 13,080 14,760 13,490	••	41,067 00 57,400 00 14,098 88 58,900 00	20,533 50 28,700 00 7,244 27 29,450 00	9/ 4/06 9/ 3/07 12/ 6/11 6/30/06	100 100 100 100	11/—/08 9/—/13	∫ 1914	2.49	Oiled	Ulster Orange Orange Orange Otsego	*311 312 313 313A 314
2.87 0.84	0.692 0.533	9,310 8,290	}	32,700 00	16,350 00	7/ 9/06	100		1915	1.80	Oiled	Otsego	315
1.26 1 98 0.74	0.714	8,290 10,120 9,840	1	12,750 00 26,200 00	6,375 00 13,100 00	7/10/06 7/10/06	100 100		1915	2.73	Oiled Bit. Mac	Otsego	316 317
1.77 3 66 5.72 4.31	0.635 0.610 0.569	9,200 10,040 10,600 8,820 12,360		18.871 15 38,800 92 50.467 70 53.237 02	9,435 58 19,400 46 25,233 85 25,623 51	6/30/06 6/30/06 9/18/07 11/12/03	100	7/19/07 10/21/07 10/11/09 12/15/10	1915 1915 1915	3.66 5.72	Bit. Mac Bit. Mac Bit. Mac	Otsego Otsego Seneca Seneca	318 319 320 †321 *322
3.86 3.19	0.933	12,290 11,680		47.390 70 37.268 01	23.695 35 18,633 00	2/18/10 3/25/11	100				Oiled	Seneca	323 324
1.87 0.35 0.74	1.44	11,680 17,180 20,335	}	44,600 00	22,485 00	8/17/1	)	ł	<b></b> .			Seneca	325
3.55	1.233	14,201	J	51,890 03	28,268 52	6/11/12	100	11/ 8/14				Seneca	326 *327
1.05 1.56	0.563 0.742	17,765 16,510	3	21,932 07 34,400 03	10,986 00 17,200 00	8/31/06 11/23/06	100 100	11/ 9/08 8//08	1914 1915	1 31 2 21	Bit. Mac Bit. Mac	Onon	328 329
0 20 2 16 3 67 2 82 0 95 4 06 2 44 1 13 2 60 6 52 2 60 1 11 1 96 4 07 2 22 2 48 1 96	0.961 0.777 0.806 0.654 0.670 0.611 0.761 0.572 0.601 0.776 0.130 0.668 0.634 0.674 0.938 0.430	13, 430 11, 800 12, 900 9, 207 8, 834 9, 240 10, 700 10, 620 8, 580 10, 610 7, 370 11, 610 10, 850 11, 260 13, 790 14, 745		26, 743 01 51, 894 98 38, 551 00 9, 395 32 15, 153 43 41, 295 40 36, 350 00 30, 962 00 30, 962 00 30, 962 00 8, 200 00 42, 066 08 24, 078 87 17, 950 01 35, 158 00 28, 881 91	13,903 97 25,947 48 19,275 50 4,692 96 7,576 71 20,647 70 18,175 00 15,431 00 15,431 00 13,800 00 4,100 00 12,039 46 8,975 01 21,033 04 14,550 16	9/20/07 7/20/06 7/20/06 7/10/06 7/10/06 7/5/08 8/30/03 9/18/06 7/6/06 7/6/06 7/6/06 12/18/07 11/12/08	100 100 100 100 100 100 100 100 100 100	12/30/08 12//08 11//08 11//08 11//08 12//08 112//08 11///08 11//////////	1916 1914 1914 1915	1.69	W. B. 2½". WB. C. O. WB. C. O. Oiled. Bit. Mac. M.M. Oiled.	Onon West West Ontario. Ontario. Tomp Madison. Tomp Madison. Saratoga. Colum. Colum. Dutch. Dutch. Mont. Mont. Mont. Onon.	330 331 332 333 334 335 336 337 338 340 341 342 343 344 345 346 347 348
2.95 3.54 0.31	0.802	13,070 13,870 14,720	1	95,628 28	49,019 44	2/14/10	103	9/ 9/11		1			350
6.91	0.664	10,600	),	77,240 08	,	1	}	' '	1				351 352
1.66 1.81 4.48 9.18 1.57 5.63 1.45	2.353 0.810 0.86 0.81	3 45,824 3 12,900 5 10,610 8 9,92 3 10,630 5 13,370	2	98,948 51 58,000 00 98,183 90 15,754 30 80,600 00	34,834 34	6/10/1 3/ 9/0	10	0 1/18/13 0 11/18/13 0 12/17/00 0 1/30/00 0 11/ 8/00 0 12/15/00		2.3 7.1	Oiled 5 Bit. Mac Oiled 5 Oiled	Ulster Ulster Chem Chem	*353 354 355 356 357
1.89 0.35 2.22 1.95	0.60 5, 0.78 2: 0.68	5 9,75 1 11,86 0 10,13 6 12,22	D, O: O:	18,430 00 4,150 00 22,482 70 20,900 0	0 2,075 0 0 11,241 3	0 7/ 2/0 5 7/ 9/0	6 10 6 10	7/11/0 5/—/0 0 11/13/0 0 10/—/0	7 191 7 191	08	9 Bit. Ma2 5 Bit. Mac 2 Bit. Mac 2 BM 9 BM 2" 16')	. Herk Fulton	361

## APPENDIX A — COUNTY HIGHWAYS JANUARY 1

	] 1	MIL	28	1 2			MAT	perials Use	D IN	CONSTRUCTION	
;			<b>1</b>	of pavement	roadway	BOTTOM			1	OP	
ON CHARLES INC.	Accepted		Under contract	Width of pe	Width of ro	Kind	Thickness	Kind	Thickness	Binder	Surfacing
63	1.	37 .		14	26-28	App. St	3	App. St	3	Sc., water Sc., water Sc., water Sc., water Sc., water Sc., water Sc., water Sc., water Sc., water Sc., water	
64	3.	13 .	• • • • •	14	24, Z0	App. St	3	App. St	3	Sc., water	
65	1.	19	• • • • • •	14 16	24	App. St	3	Tr. 2, 1 Lo. St	3	Sc., water	
66 66A	⊪ O.	141.		16	24	Lo. St	6	Lo. St	3	Sc., water	
	6.	21 .	• • • • •	16	24	Lo. St	5	Lo. St	3	Sc., water	
67 68	3.	10	• • • • • •	14	22, 24	App. St	4	LiLi	2	Sc., water	
69	2.	98 .		14	22	Lo. St	4	Li	2	Sc., water	
70	0.	18		16	24-26	Lo. St	4	Tr	3	Sc., water	
71	<b>2</b>	٠ [٢	• • • • • •	42-16	24-32 29	S. Con	5	Br	4		·•···
	2.	79 .		15 8	32	ü	3	Li	4	Sc., water	(Shoulders)
	i •			∫ 7	26	Li	4	Br	.4		
72	0.1 5.1		<b></b>	15 } 8 15 } 7	26	Lo. St. Lo. St. S. Con. Li. Li. Li. S Con. (d) Li. Li. Li. Li. S Con. (d)	3	Li Br	4	Sc., water	(Shoulders)
		- 1		\ \ \ \ 8	26	Li	3	Li	3	Sc., water	(Shoulders)
73	{ 7.		· · · · · ·	12-32	28, 32	Ļi	3	Li	3	So., water Li. So., water	
74	) 0.	3	<b></b>	12-32 12	16, 32	Li. Lo. St. Lo. St. App. St. Lo. St.	5	Li Lo. St	3	Li. Sc., water	
14	2			12	26-28	Lo. St.	4	Lo. St	4	Sc., water	
75	0.0	12 .		16	28	App. St	3	Tr. 2, 1	3	Sc., water	
76	2.3 0.	9	• • • • •	12	26	Lo. St		Lo. St	3	Sc., water	
77 78	2.	2	• • • • • •	16 16	24 26	Lo. St Lo. St		Li Li	2	Sc. water	· · · · · · · · · · · · · · · · · · ·
79 80	0.9	2 .		12	26	Lo St i	4	Li	2	Sc., water	
80	4.3		• • • • •	12	24	FldLo. St	4	Li	2	Sc., water	· • · · · · · · · · · · ·
81 82	2.7 6.8	2	• • • • •	12-16 14	24, 26 26	Lo. St	3	Li Tr	2	Sc., water	· · · · · · · · · · · · · · · ·
83	2.1	9		16	24. 26	SstLiLi		ü	2	Sc., water Sc., water Sc., water	T (17)
84	3.1	7 .		12	24-28	Li	4	Li	2	Sc., water	
85	{ 0.7	6 .		16			4	Ļi	4	Sc., water	· · · · · · · · · · · · · · · ·
86	3.4	7		16 †12–16	28-32	Lo. St	3	Li	3	Sc., water	
87	∫ 5.5	6 .		12-16	26-32	Li	3	Lo. St	3	Sc., water.	
.			• • • • •	12 1 <b>2</b> -20	26-32	Lo. St	5	10. St	3	Sc., water	· • · · · • · · • • · · ·
88 89	3.0	8		12-20	22. 32	Lo. St		Grn Li	3	Sc., water	
90 [	2 7	Q.		12	24, 32	Li	3	Li	3	Sc., water	
91	{ 2.0	4		12	24-32	Lo. St	3	Li	3	Sc., water	
92	3.3	4		12 †16	24-32 25-32	Lo. St Lo. St Lo. St	3	Li Li	3	Sc., water	Oil
93	3.6	1		14-16			4	Grn	2	Asp. (3)	
14	3.2	5	•••••	14	24, 30	SetGn	3	Grn	3	Asp. (3)	•••••
95 96	5.4	٠٠\ <sup>ت</sup>	• • • • •	12-16	22-32	GB	3	Li	3	Asp. (3)	• • • • • • • • • • • • • • • • • • • •
7	∫ 4.6			14	• • • • • • j	Grn. Gn. Lo. St.	- 4	Li	2	Asp. (3) Asp. (3) Sc., water	
ļ	} 1.9	٥J		14		Gn	4	Li	21	Asp. (3)	
98	1.2	٥ ا		12 12	30	Lo. St	3	Lo. St	3	Sc., water	
,,	2.9	4		12	28-30	Lo. St Lo. St Lo. St	5	Lo. St	3	Sc., water	
.	0.4	Ol.,	1	†17-18	28	Lo. St	43	Lo. St Lo. St	3	Sc., water	
99	<b>2.8 3.9</b>	3		16 16	26, 32	[······		Li	3	So., water	Aen #
0	0.9	3		16	22-32	Li Li		Li	3	Sc., water	nap. I
ĭ	∫ 1.0	9		16		S Con. (d)	5	Br	4		
.	0.8			14	04 00	LiS Con. (d)		[i	3	Sc., water	
2 3	3.6 1.7	2 .					6	Li	3	Sc., water	U. U
	{ 0.3	ß		14	24-32	Bub Lo St	3	Li	3	Sc., water	
4	. <b>.</b> . <b>.</b>	٠١							اي		
5	2.1 3.8	<u>دا</u>	••••	14 14	24, 26 C	Gn Lo. St Lo. St. †	3	[r	3	Sc., Water	
7	3.0	2		16	32	o. St. t.	3 1	.i	3	Sc., water	
8	0.8	31		14-16	20-32	4	411	i	3	Sc., water Sc., water Asp. (1) M.M.	
	1 1 6	11		16	- OA 1		0.1				

			Costs			T		P	resent	PAYEMENT		
	of parement	Per mile of 16'- 26' highway	Total	State's share	Date of con- tract	Per cent completed	Date of acceptance	Year resurfaced	Miles	Туре	County	
.74 0	558 630 673	9,390 9,594 9,660	12,521 75 27,400 00 15,847 42	7,387 83 13,700 00 8,423 71	9/20/07 7/12/06 7/ 3/06	100	10/27/08 11/ 2/08 10/ 3/07	1913 1915		Bit. Mac	Fulton Albany Albany	
19 0	633 0.967	11,290 14,930	88,900 00	44,450 01	7/11/06		10/12/07	1915		WB. Mac	Alb'ny {	
.87 0 .00 0 .61 0	0 635 0 764 0 835 0 962	13,830 10,045 11,460 11,230 14,180 33,360	62,750 00 36,000 00 29,720 00 6,730 00	31,375 00 18,000 00 14,860 00 3,375 00	8/29/06	100	8/27/07 10/15/08 12/30/97 7/—/07	l		3" WB Oiled Oiled	Albany Oneida Oneida Oswego	†
.22 2 .40 1	3.160 1.212	27,830 18.930	158,044 00	79,022 00	7/18/06	100	12/ 1/08				Erie	†
.41  2	2.751 310 440	30,672 17,145 27,752	122,250 00	61,125 00	7/18/06	100	12//08				Erie	t
.60 ( .52 (	) . <b>99</b> 0 3 . <b>65</b> 0	9,995	80,000 00	40,000 00	7/ 9/06	100	12/ 1/08				Erie	
.62 0 .85 0 .67 0	688 917	11,780 10,930 13,070	35,350 00	17,675 00	7/12/06	100	11/14/08			Oiled	Broome.	
79 0 42 0 92 0 33 0 22 0 76 0 19 0	) . 672 ) . 575 ) . 711 ) . 667 ) . 726 ) . 750 ) . 811 ) . 762 ) . 691 ) . 877 l . 041	11,490 11,990 9,620 10,150 9,915 11,320 12,610 10,370 9,770 11,800 12,597 11,226	7,127 00 25,400 00 4,000 00 29,480 42 7,600 00 42,200 00 30,527 04 64,700 00 21,397 32 30,985 07 59,500 09	3,563 50 14,732 00 14,740 00 14,740 21 3,800 00 21,100 00 30,527 04 32,350 00 10,698 66 15,492 54 29,750 00	7/10/06 7/10/06 9/19/06 11/14/06 9/20/07 12/17/07 7/12/06 5/21/08	100 100 100 100 100 100 100	11//08 7/30/07 1, 15/09 7/ 5/08 11//08 7/ 1/10 11//08 3/ 1/08 12/15/08 10/29/08	1915		Oiled Bit. Mac 6 P. F. Con Oiled. Oiled. Oiled. Oiled. Bit. Mac Bit. Mac	Fulton. Cort. Cort. Cort. Cort. Orange. Cayuga Cayuga Albany.	
26 0	537 621	10,810 8,480	23,040 00 40,880 00	11,520 00 20,440 00	8/31/06 8/31/06	100 100	3/ 4/08 11/ 2/08	1914		WB. Mac Oiled	Orleans . Orleans	
84 0 31 0 09 0 52 0	). <b>633</b> ). <b>5</b> 36	10,030 8,360 7,620 7,895 7,195 7,865	25,700 00 20,100 28 18,941 41 29,949 90	12,850 00 10,050 14 9,470 66 15,274 40	7/ 9/06 9/27/07 9/27/07 12/ 4/07	100 100 100 100	8/20/09 8/20/09 12/1/09			OiledOiled	Orleans Orleans Orleans Orleans	ı
. 44. 0 .831 0	. 467 . 639 634	7,030 8,970 9,105 24,255	22,886 10 31,893 57 27,268 81 47,909 28	11,568 94 15,946 78 13,634 40 23,954 61	6/ 1/10 5/ 1/11	100 100 100 100	12/ 1/09 1/18/11 1/23/12 1/23/12	1916	1.46	3" WB. Ca. Cl Oiled.	Orleans Orleans Orleans Orleans	
.66 0	. 765	15,265 15,815	95,120 92	48,568 60	2/18/10	100	2/13/13					
.74 0 .91 0	. 635	12.595 13.315 13.925	39,531 05	19,765 49	12/18/07	100	12/ 1/09			Oiled	Monroe & Or- leans	
.45 0 .83 0	.660 .992	13,555 11,670	82,000 00	41,000 00	9/19/07	100	11/23/08	1916	1.43	3"WB. Ca. Cl	Monroe.	
96 0	625	12,180 9,300 21,335	8,800 00 \ 30,600 00	4,400 00 15,300 00	9/24/07 12/ 3/07	100 100				Oiled	Monroe. Monroe.	
.46 0 .62 0	. 761 . 532		28,627 00 21,300 00	14,313 50 10,650 00	12/ 4/07	100 100	9/ 3/08 11/—/08			Oiled	Monroe. Monroe.	
.31 0 .84 0 .39 0 .02 0 .78 0	762 778 .591	9,120 9,260 10,670 8,770 11,090 10,180 16,700	17,605 00 37,880 00 37,400 00 1 26,000 00	8,802 50 18,940 00 18,700 00 13,000 00	9/20/07 11/27/06 9/18/07		11/—/08 11/—/07 10/ <b>2</b> /08	1914	3.02	Oiled Oiled Oiled Oiled	Ontario . West Oneida . Schenec . Monroe .	1

## APPENDIX A - COUNTY HIGHWAYS JANUARY 1,

1	M	LES	ايد	· .		MAT	TERIALS USE	D IN	Construction		
-		act act	pevement	roadway	вогтом			TC	)P	·	٠,
	Accepted	Under contract	Width of pa	Width of ros	Kind	Thickness	Kind	Thickness	Binder	Surfacing	Somere wards
0	<b></b> .	{ 0.02 7.08	16 14-16	24-26	S ConSub		St. Blk App. St	5 3	Sc., water	. T. ( )	5
2	5.74		14	26	Set.	••·· <u>3</u>	Set	3	Asp. (10)	C. O.	4
3	3.01 5.54		14 16	24	Sst	i 3	Qrs Grv	3	Asp. ( )	·	5
5	3.37		14		0.4		Qrs	3	Ber. (1)		2
6	5.89		14	24	Grn Li. 4", Tr. 2" Gn. 3", Tr. 2" Sub. 6", St. 2"	8	Ors Grn	3	Sc., water		4
7	7.56		16 16	24, 26	Li. 4", Tr. 2"	] §	Tr	!	Sc., water	• • • • • • • • • • • • • • • • • • • •	9
9	( 0.63		14	26	Sub. 6". St. 2".	8	TrApp. St	3	HC. T. (17)		•
- 1	1.32		14	26-28	App St Lo. St		App. St	3	HC. T. (17)		1
0	3.69		12; 16 14	28	Lo. St Lo. St	3	App. Li Tr	3	Sc., water		2 6
2					1	1	11	2	oc., water		
3	4.18		12-16	22-29	11.	4	Li	2	Asp. (1)		3
5	1.60		12 12-16	24 26	Lo. St	4	Li	2	Sc., water	• . • • • • • • • • • • • • • •	1 2
6	4.05		12-10	24-28	Lo. St. App. Lo. St. Lo. St. Lo. St.	4	Li Grn	2	So., water		2
7	5.45	i l	12-16	22-26	Lo. St	4	Li	2	Sc., water		4
8	4.88		12 12	24	Щ	1	Li Li	2	So., water	·;·····	3-2
ő			12	24	Li	1	Li	2	Sc water	• • • • • • • • • • • • • • • • • • • •	1
1	Z.50	<b></b> . <b>.</b>	12	22, 24	Li	4	Li	2	Se., water	.	1
2	3.20		16	26, 30	Li Li Lo. St Lo. St Lo. St	3	Lo. St	3	Sc., water		3
3	4 21		†20 14	26	Lo. St	3	Lo. & Li Lo. & Li	3	Sc., Water	Oilt	3
4	1.69		†15	26	St.	3	Lo.St. 2",1" Tr. 2, Tr. 1	3	Sc., water		1.
۱ ۱	1.94		12-16	24, 26	St	3	Tr. 2, Tr. 1	3	Sc., water	Oil† Oil†	1
6			16	1	App. St		Tr. 2, Tr. 1	3	Sc., water	• • • • • • • • • • • • • • • • • • • •	6
7 8	7.09		14	26	Tr Grv. 6", Li. 4". Li	1,3		3	Sc., water		59 4-
٩I	2 57		14 14, 16	24. 26	Li	10	Li Li	2	Sc., water		1
9	3.78		12	ZZ-Z0	Dat	1 3	Sst	3	Sc., water		2
0	5.40		12	24	Sub Lo. St.	1 8	Gn. & Li	3	Asp. (10)		3
1 2			14 12	i		1	Lo. St	L	1	•	
3	( 0 15		12		App. St	4	Tr	3	Sc., water	. HO. (?)†	3
- 1	6.15	l	14	24-3	App. St	3	l				5
5	1.14	·····	16 12	2	Lo. St Lo. St	1 4		2	Sc., water	• •••••	19
6	1.35	3.61	16	22-20	Lo. St	1 4	Li	2	Sc. water	10. (1)	1
7	5.86		14	94	l Dal	1 9	Dol	3	Asp. (7)		4
8		3.61	{ 14 14	26	App. St. Sub Sub Li	3	App. St App. St	3	Asp	· · · · · · · · · · · · · · · · · · ·	2
p ¦		3.17	14	24-26	Sub	1 6	App. St	3	Sc. water	T. (?)	2
0	1.92		12-16	26	Li	4	14	2	Sc., water		13
1 ;	1.32		{ 12	18-24	Li Rock Fill	4	TrGrn	2	Sc., water		9
2	3 53		16	26	Li.	4	Li	2	Sc. water.		3
3	4.00		16	26, 32	Li	5	Tr	3	Sc., water		37
4	3.66		16	24-28	Lo. St	4	Į.į	2	Sc., water		3
5 6	5 35		12 16	22	Lo. St	3	Li Gn	3	Sc., water		50
7	5.32		16	26	Gn	ä	Gn	3	Sc., water		49
8	!		16	į.		1	Tr	3	Sc., water		3
o o	5.53 6.30		16 12, 15		Lo. St Lo. St		Tr Lo. St	3	Sc., water	HO. (19) HO. (9)	5: 5:
1	6.07		14-16	24, 30	Lo. St	3	Tr	3	Sc., water		4
2	8.83		12 12	32	Lo. St	3	Gn	3	Sc., water		6.
3	1.51 5.52		12	3.	LO. St Gn	3	Gn	3	Sc., water	HO (9)	10 44
1	5.40	1	13	04 20	Gn	1 3	Gn	١ :	O	100	46

<sup>•</sup> See list by counties. † Changed from original plans.

ileagu			Costs			P		F	RESENT	PAVEMENT	1	
Equivalent 16' mileage	Per square yard of pavement	Per mile of 16'- 26' highway	Total	State's share	Date of con- tract	Per cent completed	Date of accept- ance	Year resurfaced	Miles	Туре	County	Highway No.
0.02		39,240 14,110	} 97,300 00	46,200	7/15/15					**********	Mont	41
5.02 2.88 5.54 2.63 5.13 7.56 9.74 0.55 1.16 2.97	0.815 0.879 0.168 0.754 0.609 0.806 0.624	14,420 14,030 6,340 15,810 18,740 10,940 11,210 12,840 12,410 12,190	77, 214 08 42, 633 63 31, 824 17 43, 918 02 105, 909 31 82, 700 00 109, 182 00 22, 608 82	54,591 00 11,988 23	11/17/08 6/27/10 4/25/11 4/27/11 7/10/06	100	1000			Oiled		*41 †41 †41 41 41 41 41 41
6.85	0.813	12,190 11,650	37,700 00 84,100 00	18,850 00 44,573 00	7/12/06 12/ 2/07	100 100	12/ 9/08 11/26/08		*****	Oiled	Broome	42
1.88 3.20 0.48 3.68	0.647 0.615 0.972 0.633 0.627 0.683 0.736 0.900 0.560 0.674 0.653	10,440 13,550 11,800 9,240 9,040	46,580 45 42,184 15 34,282 19 24,778 00 15,094 21 28,700 00 37,725 00 38,925 00	7,547 11 14,350 00 18,862 50 19,462 50	7/ 3/06 3/23/08 7/—/06 12/18/07 7/ 9/06 7/20/06 7/20/06 8/31/06 9/ 1/06	100 100 100 100 100 100 100 100	1/18/10 11//07 8/24/08 12//08 8//08 11//08 5/18/08 7/16/07 9/17/08 11//08 9/23/08	1913 1915 1915 1914	0.20 1.72 2.50 3.20	2" BM Olled Olled Brick Olled Brick Olled Bit Mae Bit Mae Bit Mae	Jeff Jeff	*42 42 42 42 42 42 42 43 43 43 43
1.59	9000	10,100	16,323 58 22,357 96	100000	7/10/06 9/ 1/06	100	10/—/07 8/27/07	1916 { 1914 1916	0 28 0.32 0 70	2½" BM B. M. 3" } B. M. 2½" } Bit. Mac }	Nassau. Nassau.	43
6.98	1.137 0.996 1.189	100-11	1 6 7 7 7 7 7 7 7	43,575 00	9/1/06	100	11/-/07	{ 1914 1915	2.50	Bit. Mac	Nassau	43
4.69 1.66 2.92 4.07 7.26	1 189 0 876 0 619 0 977 0 687	10,633 13,000 12,540	\$3,000 00 44,150 00 55,500 00 68,700 00	26.048 50	8/29/06 9/20/07 11/19/08 8/31/06	100 100	9/ 4/08 1/15/10 10/ 9/08	/ 1915	2.50	Oiled	Oneida Renss Jeff Saratoga	43 44 44
4.60 0.13	0.656 0.447	6.898	44,445 50 57,126 00	26,667 30 29,283 42	9/19/07 9/20/07		12/10/09 11/ 5/08	1 1914	3.16	Bit. Mac) Oiled Bit. Mac	Saratoga Saratoga	44:
35	0.722 0.668 0.809 0.601 0.782 0.744	8,070	10,760 66 34,220 00 10,892 31 114,217 61 40,900 00	5,380 33 19,163 20 5,446 16 57,108 81	11/18/08 12/20/07 7/10/06 6/11/12 10/29/15	1 00 100 100 100 40	9/18/09 11/26/08 10/11/07 12/-0/13	******	******* ****** ****** *****		Broome. Broome. Cort Orange.	44 44 44 44
2.77 1.67 0.99	0.744 0.744 0.550 0.856 0.845	10,200 13,585 13,752	30,200 00 24,144 37 15,293 60	12,796 52 8,105 61	11/ 1/15 9/20/07 1/14/08	50 100 100	12/—/09 5/—/10	1914	*****		Orange Oswego	449 450 451
.53	0.707 0.731 0.594 0.722 0.618 0.726 0.726 1	1,025 12,070	38,810 97 48,260 00 37,485 50 4,130 30 56,389 35	19,405 49 24,130 00 18,742 75 2,065 15 28,194 67	7/ 9/06 7/10/06 8/30/06 8/30/06 7/19/06 7/ 9/06 7/10/06	100 100 100 100 100	8/26/10 11/—/08 6/—/08 11/—/08 11/16/08 11/5/08	1915	3.04	Oiled	Onon Dutch Tomp Tomp Herk	450 450 450 450 450 450 450
.53	0.796 1	1,250	62,200 00 92,031 00	31,100 00 46,015 50 44,298 33 1	7/ 9/06	100	0/ 6/08	1913	1 30 . 5.50 1	Asp. M	Herk Herk Herk	459 460 461 462
73 92	0 646 1 0 700 1 0 805 2 0 700 1 0 600 1	0.150 3,490 0.170	The state of the s	39,934 72 1 34,702 71 1		- 1	100	1916 1915	9.91 2 5.37 V	VB. M. 16'. )	Herk	463

#### See page 518 for explanation.

## APPENDIX A -- COUNTY HIGHWAYS JANUARY 1,

	Mı	1.106	#		1	Mate	erials Used	EM C	ONSTRUCTION		20 46
ឥ		1	Vemer	roadway	BOTTOM		J	T	)P	1	o.
Highway No.	Ascepted	Under contract	Width of pavement	Width of roe	Kind	Thickness	Kind	Thickness	Binder	Surfacing	Bquare yards of
465	5.43 { 0.54		14	28	Li	3	Li	3	Sc., water		44.
	3.94		14 14	24-26 24-26	Fld	3	QrsQrs	3 3	Sc., water Sc., water Sc., water Sc., water Sc., water		32
466	{{ U.45		14 14	24-26 24-26	Fld Rock Fill Fld		Qrs. Qrs	3	Sc., water		3
1467	0.39		16 14-16	28	Fld Lo. St Lo. St Sub	3	Ors	3	Asp. () Ber. (1) Asp. (4) Sc., water		3
	2.22	5.55	14-10	28-32 28-32	Lo. St	3	Li	3	Ber. (1) Asp. (4)	HO. (4)	39 20
468 469	• • • • • •	5.55		28	Sub	6	Lo. 8t	3	Sc., water		52,
470					1	l					<b></b>
471 472	6.15		J 14	26	Sub		Set	···· <sub>á</sub>	Aen (10) (11)		50.
473			1 8		l. <b>.</b> . <b>.</b>	١	Grv	3	Asp (10) (11)		2.
474	1.96	•••••	16	32	Lo. St.	3	Li	. 3	Sc., water.	CO. †	18.
475 476	2.42 5.38		16 14-22	26	[Li	3	Li Li	3	Sc., water		23. 45.
477	6.43		<b>14</b>	24, 26	Ťr. †	3	Tr. †	3			20.
478	∫ 0.13		16	24, 20 28-30	App. St	3	Grv App. St	3	Sc., water		36.
479	3.08		14 16	28-30	App. St	3	Li	3	Sc., water		25.
480	0.14		16	22-28	Ľi	3	Li	3	Sc., water		i,
481	3.02 0.99		16 16	24-32 22, 24	Dol	3	Li.,K.Asp.	2			28, 9
482 483	2 22		16	32	Li. Tr. † App. St. App. St. Li Li Dol Li Li Li Fild	3	Li	3	Sc., water		21.
484	4.44 6.79 3.76	· • • • • • • • • • • • • • • • • • • •	†12–16 12	22, 20	Fld. Li, or Lo. St. Lo. St. Li	3	LiLi.or Lo.St.	3	Sc., water		35. 49.
485 486	2 27	l	12 12-16	26, 32	Lo. 8t	3	Li Li	3	Sc., water		49, 25, 25,
487 488	3.66 2.06		12-16	Z4-3Z	<b>L.I</b>	3	Li	3	Sc., water		30.
489	4.44		12 12-16	22, 24	Li Li	4		2 2	Sc., water		14. 22.
490	6.36		16	-		_	Grv				59,
491 492	1.01		14	32	Lo. St.	3	Grn	3	Sc., water	Oil (10)	8.
493	5.75 5.71		16 14	32 32	Dol	34	14	3	Sc., water		53. 46.
493A	0.48		14, 16	29	IT -	າ ຈ	I.i	3	Sc., water	Asp. (?)	1.
494	4.43		16	32	LiLi	4	Gn	†2	Asp. (10)		41.
495	6.15		16 16	32 32	Li	3	i Dol	3	Asp. (10)		43.
495A 496	0.24		16-40	40	LiS Con	5	Dol Brick	4	Asp. (10)		3.
497	2.67		10-12	24	Grn	****	Grn		So., water		16.
498	( 4.67	• • • • • • •	12–16	26_28	S		App. St	<sub>غ</sub>	Sc., water Sc., water Sc., water Sc., water Sc., water Sc., water Roc Mao Asp. (10) Asp. (10) Asp. (10) Asp. (10) Asp. (10) Asp. (10) Asp. (10)		42.
499	1.48		16	26-28	Sub. 6, App.St.2 App. St.	8	App. St	3	Asp		13,
500	8.03		12-16	26-28	App. St	5	App. St	3	Asp		23.
501 502			14-16		Pld		1	\ <u>.</u>	Asp. (10)		42
							d	ì	1 - 1	i i	1
503			16-22		Gn	3	Tr	1	Sc., water	1	89.
504 505	1.69 4.60		16 12-16	26 20-24	Sst Li	3	TrLi	3 2	Se., water Se., water	co	15. 35.
506	2.18	. <b></b>	12	20-30	Li	4	Li	! _	<u></u>	1	15.
507 508	4.68		16	32	Li	5	Ļi	3	Sc., water		44.
509	5.40		14-20 16	26-32 22-26	Tr Lo. St	4	Li Lo. St Lo. St	2	Sc., water	1	37. 51.
510 511	4.17			1 26	'Set	1	Lo. St.	2	Sc., water	10- C	29 31,
512	3.81	4.59	14	94	SubFld	6	App. St Gn., Li	; 3	Sc., water	T	37.
513 514	2.49		12	24	Sub	6	Gn., Li	3	Sc., water	T	17,5

. ₹			Cosrs			P	1	Pri	ESENT I	PAVEMENT		
Equivalent 16' mileage	Per aquare yard of pavement	Per mile of 16'- 26' highway	Total	State's share	Date of con- tract	Per cent completed	Date of acceptance	Year resurfaced	Miles	Туре	County	Highway No.
4.73 0.47	0.624	10,740 14,630	54, 109 57	35,910 32	4/25/11	100	10/11/12			Oiled	Herk	465
3.45 0.39 0.15	0.551 0.342 0.664	14,250 11,980 15 000	76,979 56	46,187 74	5/ 3/11	100	2/13/14			Oiled	Herk	466
0.39 4.21 2.22	0.775 1.028 0.895	16,050 15,022 13,733	98,100 14	62,758 78	4/24/12	100	1/ 4/14				Herk	†467
5.55	0.772	10,740	59,600 00	30,547 00	7/29/14	78		::::::	::::::		Herk	468 *469
	• • • • •	'									Herk	*470 \$471
5 38 0 32	0.778 0.125	12,030	} 69,263 97	45,185 68	10/20/14	100	7/26/16				Herk	472
	0.507		18,600 00	0.200.00	11 /00 /07	100	11/18/08				Herk	*473 474
1.95 2.42	0.667	12.600	30.500.00	9,300 00 15,250 00 28,785 00	9/ 8/06	100	1/-/08	1916	2.22	21 BM	Monroe. Niagara.	475
5.38	0.591	11.410	57,150 00	28,785 00	8/31/06	100	1/—/08 9/—/08	1916	5.38	21 BM	Clinton Renss	476
2.20 3.92	0.820	12,470	} 53,950 00	26,975 00	11/18/07	100	11/10/08				Renss	477
0.11 2.70	0.633 0.717	6,410 9,420 10,204	30,320 00	15,160 00		100	11/28/08	1		Oiled	Renss	
0.13	1.046 0.805	15,012 12,750	3,700 00	100	11/26/07	100	0 - 1		.,,		Monroe.	
2.91	0.833	111.140	35,248 40 14,400 00 25,000 00	17,624 20	11/12/08	100	11/29/09				Monroe. Monroe.	48
2.23 3.77	0.792	14,920 14,240	25,000 00	12,500 00	11/12/08 7/11/06	100	7/ 6/09 11/ 8/07 1/18/10			Oiled	Livings.	48
3.77 5.28	0 611	10 170	45,171 43	26,428 37	8/30/06	100	1/18/10 8/28/07	1916 1915	1.82	21 BM WB. Oiled	Tomp Ontario.	48
2.81	0.713	8,440 9,992	48,875 48 32,300 00	16,150 00	7/ 9/06	100	10/-/08	1915	3.76	WB. Oned	Ontario.	48
2.68	11 8872	12 501	1 AO. 480 UU	18.242 50	11/10/06	100	12/13/08 12/ 1/08			Oiled	Onon	48
3.30 1.56	0.792	12,130 10,245	41,673 66 17,760 85	20,836 83 8,880 43	11/10/06	100	7/18/09			Oiled	Onon	48
3.42	0.775	12,280	47,093 62	24,827 76	11/12/08	100	11/18/09		2.14	Bit. Mac}	Onon	
0.88	0.703	10,236	26,925 00 9,705 78 46,454 02	13,462 50	11/26/07	100	11/ 2/08	1915	1.43	Bit. Mac	Renss.	49
5.75 5.76	0.446	7,760	9,705 78	4,852 89 23,227 01	11/12/08	100	11/21/09			Oiled	Monroe .	
4.95 0.14	0.601	10,236 7,760 8,060 10,000	1 53,826 02	26,913 01	11/12/08	100	11/29/09	::::::			Monroe Monroe	
0.48	0.734	11,220 22,950 10,930	10,600 00	5,300 00	4/25/12	100	11/ 3/12			Oiled	Monroe	
4.43 5.13	0.871	10,930 8,855	49,330 43	24.665 21	4/ 7/10	100				Oiled	Monroe Monroe	
1.03	0.646	9.024	! }			1		1		Oned		1
0.40	2.094	29,888	10,748 61	4,483 0	5/22/14	100	10/ 4/14			*************	Monroe Monroe	
1.76	0.569	9,050	19,331 73	9,665 8	5/ 1/11	100	3/13/13	2		Oiled	Monroe.	49
4.56	0 781	12 600	1	• • • • • • • • • • • • • • • • • • • •		***					Orange.	49
1.48	1.064	12,600 15,260	132,500 00	72,590 00	6/12/16	3	5					49
3.01	0.927	13,970	\		1						) ange.	. 50
			57 770 44	00 005 00		10	07.47			Oiled	Monroe	*50
4.55	0.728	11,980	57,770 44	28,885 2	5/ 1/11	10	9/ 4/1	( 1918	4.0	Oiled		00
9.51	0.703	10,510	j.	1 '	10/16/07	7 10	12//0	3 { 1918 1918	0.3	Brick Bit. Mac	West	50
1.69 3.77	0.609	11,000	18,583 23 45,448 00	9,291 62 22,724 0	11/12/09 11/10/06	3 10 3 10		0 3 ( 1912	1.6	Oiled	Renss	
1.66	0.522	11,260	21,700 00	10 850 0	7/ 6/04	10	0 12/10/0	7		Bit. Mac	. Madisor	1. 50
4.68	0 555	9,130	45.600 00	0 22.800 0	0 7/9/06	10	0 7/—/00 0 10/ 5/00 0 11/20/0 0 10/20/0	1914		Oiled	. Niagara	50
3.98 5.40	0.632 0.608		37,625 00 49,495 00	18,812 50 24,747 8	9/20/07 5 7/ 6/00	10	0 11/20/0	8 1914 7 1913	4.3	Concrete Bit. Mac	. Albany. Oswego.	.   50
3.15	0.639	8,150	27.866 00	)i 18.933 O	01 7/10/00	10	0 10/20/0	1914	4.1	Bit. Mac Bit. Mac	. Cort	. 51
3.33 4.02		10,695 10,525		20,822 2 22,882 5	5 7/20/1: 0 11/12/1:	0 10	U 12/18/1	9	:1:::::		. Mont	
		11,815		13,416 0	0 10/31/10	-, 9				.,. <b></b>	Mont.	

## APPENDIX A - COUNTY HIGHWAYS JANUARY 1,

	M	iles	#			Мат	erials Use	D IN	Construction		40.00
ó		set	pevemen	roadway	воттом			T	)P		
Highway No.	Accepted	Under contract	Width of pa	Width of ro	Kind	Thickness	Kind	Thickness	Binder	Surfacing	South or of of
515		1.61	14	26	Sub	6	App. St	3	Sc., water		1
516 517			• • • • • • •			}		····			
518		1		1						1	
519	3.91		14	20	Grn	3	Grn	3	Sc., water Sc., water		3
520 521	8.62		14 12	26	App. StGn	3	App. St Li	3	Sc., water	Oil	2
		1 1	1 12	1 26	(in	4	Li	3	Sc., water Sc., water Sc., water Sc., water		5
522	4.75		12	22, 32	Li	†5	[.i	3	So., water		3
523	8.86		16	23, 32	Li	P	Li	3	So., water		i s
524	5.42		16-32	82	Li	5	Li	3	Sc., water	. <b></b>	5
525	3.31	]	16	22,32	Li	3	Li	3	Sc., water		3
525A 525B	0.59 0.28		16 16	28	LiSI	3   5	Li Li	3	Sc., water		
526	4.01		f 12	82	Li	3	Li	3	Sc., water		
-07	0.45		16	32	114	5		3	Sc., water		3
527 528	9.47 7.34		16 16	22, 32	Li Li		Li	3	Se water		6
529	6.02		12-16	32	Li		Li	3	Sc., water	Grv	4
530	1.81	1 1	16	32	Li		Li	3	Sc., water		1
531 532	2.59 1.87		14 12	24-36	LiLi	3	LiLi	3	Sc., water.		2
533	6.31		14	28	Li	3	Li	3	Sc., water		1 5
534	3.65	1 1	14	22-30	Lo. St	3	Lo. St	3	Sc., water		2
535	2.70	l l	12	26	Li	4	Li	2	Sc., water		1
536 537	5.15 4.83		16 14	20-30	Set Lo. St	3	Set Lo. St	3	Sc., water	Oil	4
538 I	5.67		16	28-44	Grv	- 5	Asp. Con	11	M. M		5
539	2.09		<b>∫</b> 12	26	Grv(Shoulder)	5	Grv	3	Sc., water Sc., water M. M. Sc., water Sc., water		i
540	4.32		8 16	20, 24	(Shoulder)		Grv	3	Sc., water		١.
940	4.34		14	20 24			Grv	4			3
541	6 79		16	26	Fld	3	FIA	3	Sc., water	Oil (10)	6
542 543	2.69		( 10 20	24, 30	Set	4	Gn	2	Asp. (10)	<b>.</b>	5
040	6.35		12-30	24-30	Gn(Shoulders)	3	Gn Gn	3	Sc., water	• • • • • • • • • • •	. 3
544	5.77		14	04 00	IA	6	Dol	Š	Ber. (1)	HO. (10)	4
545	3.22		16	32, 26	Tr	3	<u>T</u> r	3	Sc., water		3
546 547	6.03		14 16	28 28	TrApp. St	3	Tr Tr	3	Aen (10)	0:1	6
	1.87		16	28	App. St	4	Tr	†3	Asp. (10)		1
548	1.20		16	28-32	App. St App. St App. St	4	Tr	123	Sc., water Sc., water Asp. (10) Asp. (10) Asp. (10) Asp. (10)		: 1
	1.67		16	28-32	App. 5t	4	Tr	2	Asp. (10)		1
549	6.92		14-20	26-30	Lo. St	3	Lo. St	3	Sc., water		6
550	1.99		14	26	Lc. St. 3, 11	4	Lo. St Lo. St	1	Sc., water	<b></b>	1
551 552	2.91 5.54		14 16	24 28	Lo. St.	3	Set	3	Sc., water		2
553	2.83	' . <b></b>	12	22, 28	GrvSet	6	Li	3	Sc., water	A ap. (10)	ī
554			12	28-30	Set	4	Li	2	Sc., water Sc., water Sc., water Sc., water	Oil	. 3
555	7.79	•••••	14 ( 10	20-28 94	LiSub	A - 4	Tr	-	ASD. (10)		
556	8.22	l. <b></b> i	1 10	24	Oub	64	Li	3	Asp. (10) Asp. (10) Asp. (10) Asp. (10) Asp. (10) Asp. (10) Sc., water Sc., water Asp. (10) Sc., water		1
-			[ 4	. <b>.</b> <u>.</u> .	(Shoulders)		.Li	3	Asp. (10)		
	2.91		10	24	Sub	6}	Li	3	Asp. (10)		1
557	3.28		14	24	(Shoulders) Sub	Var	Li	3	Asp. (10) Asp. (10)		2
558	· • • • • • •		<b></b> .								,
559	9.09		†16	26-32	Li Lo. St Li.	4	Sy	2	Sc., wa ter		8
560 561	2.42 4.48		16 16	30, 32	Lo. St	4	Sy	2	Sc., water	· · · · · · · · · · · · · · · · · · ·	4
562			16-20	26-32	Qrs.	3	Sy Sy	3	Asp. (10)		3
563	2 11	'		24_32	Qrs	2	Q.,		C		4

<sup>\*</sup>See list by counties. † Changed from original plans.

enge			Costs			P		P	RESENT	PAVEMENT		
Equivalent 16 mileage	Per square yard of pavement	Per mile of 16' 26' highway	Total	State's share	Date of con- tract	Per cent completed	Date of accept-ance	Year resurfaced	Miles	Туре	County	Highway No.
	0.583 0.518 0.953	11,580 11,250	42,470 00 37,750 00	********		100 100 100	11/—/08 9/18/08 7/10/10	1914	0.83	WB. Oiled. Oiled. 2" Bit. Mac.	Mont West West St. Law	515 *516 *517 *518 519 520 521
3.56 8.86 5.74 3.31 0.59 0.28 0.30	0.994 0.779 0.838	11,420 10,390 12,700 12,320 11,590 10,312 15,880 11,685 14,220	39,112 89 113,979 27 70,300 00 38,400 00 6 083 80	19,556 44 58,950 19 36,556 00 20,352 00 3,224 41 2,917 03 29,981 97	6/30/06 7/ 9/06 9/17/07 9/20/07 5/28/10 6/17/16	100 100 100 100 100 100 100	9/17/07 12/31/09 11/18/08 11/29/08 12/ 1/10 10/27/16 5/27/10	{ 1914 1915	0.72 8.13	Oiled	Erie Erie Erie Erie Erie Erie Erie	522 523 524 525 525 525 525 526
3.74 9.47 7.34 5.23 1.81 2.26 1.41 5.79 3.19 2.07 5.15 4.23 5.67	0.888 0.939 0.681 0.615 0.687 0.601 0.624 0.620 0.705 0.632 1.530	11,020 13,480 8,640 7,480 8,040 7,160 9,590 9,940 9,900 11,850 9,410 12,650	105,977 34 101,318 41 47,800 00 14,000 00 19,100 00 11,000 00 58,250 00 34,344 54 22,496 50 61,027 96 42,000 00 103,590 68	9.550 00	9/20/07 9/20/07 9/20/07 12/18/07 12/18/07 12/18/07 7/ 9/06 9/20/07 11/12/08 7/ 7/06	100 100 100 100 100	8/20/10 11/17/10 1/—/09 11/—/08 12/—/08 12/—/08 9/15/08 9/16/07 9/ 9/09 1/20/11 2/ 8/08	1916 1915 1916 1915	2.00 2.70 1.35 1.19	Oiled. Oiled. 3' Bit. Mac. Oiled. Oiled. Oiled. Oiled. Bit. Mac. Oiled. Siled. Bit. Mac. Oiled. 3' Bit. Mac. Bit. Mac.	Erie Erie Erie Erie Erie Clinton Dutch Cort Renss Dutch	527 528 529 530 531 532 533 534 535 536 537 †538
1.59 1.06 3.60 0.63 6.79	0.555	8,860	10 218 05	11,173 33 11,725 00 37,208 32	7/ 6/06	100	8/—/08 7/—/08	1915		Bit. Mac	Oswego Colum	539 540 541
2.29 5.70 0.06 5.05 3.22 5.31 6.43 1.87 1.20 1.67	0.910 0.883 0.894	16,560 7,730 11,600 10,520 14,210 16,150 15,210 14,270	71,111 93 39,250 00 57,516 15 91,366 63	24,868 73 29,180 46 41,477 81 19,625 00 28,758 07 45,683 32 36,419 96	4/ 9/10 11/17/08 4/28/11 9/ 5/07 1/27/08 11/12/08	100 100 100 100 100	12/—/09 12/—/12 7/—/08 11/—/08 11/—/10 12/—/10	1916	1.19	Oiled	Fulton Fulton Nassau Nassau Nassau	542 543 544 545 †546 †547 †548
6,85	0.629	9,445	66,039 33	32,719 65	7/13/06	100	12/-/08	1915	0.84 4.12 0.25	Bit. Mac } Bit. Mac } Hassam }	Dutch	549
1.74 2.55 5.54 1.80 3.73 6.77	0.750 0.500 0.522 0.690	9,333 9,890 10,340 8,860 10,915 13,640	26,241 77 57,268 00 18,020 85 46,006 47	8,570 59 13,120 88 28,634 00 9,010 42 25,763 62 47,933 88	7/10/08 9/20/07 11/12/08 11/12/08	100 100 100 100 100 100	9/—/07 12/30/07 12/ 4/08 11/29/09 6/28/10 12/30/11			Oiled. Oiled. Oiled. Oiled. Oiled.	Dutch Dutch Onon Onon	550 551 552 553 554 555
2.01 0.80 1.82 0.16 2.87	0.571	13,500	{			100	12/18/11				Onon	557
9.09 2.42 4.48 4.19	0.736 0.725 0.746 1.100	5 10,900 2 9,835 5 14,040 8 14,730 2 11,365	99,122 88 23,804 38 62,900 00 60,339 17	57,022 07 11,902 19 37,740 00 30,169 59 28,583 46	9/19/07	100	7/-/08			Ciled Oiled Oiled Oiled Oiled	Onetca	*558 559 560 561 †562 †563

## APPENDIX A — COUNTY HIGHWAYS JANUARY 1,

	Mı	LES	*			Mat	TERLALS USE	D IN	Construction	
		act	vernen	of roadway	BOTTOM			TO	7	
564 { 565 { 566 567 568 569 570 { 571 { 572 { 573 } 574 { 574 } 575 { 578 } 578 { 578 } 57	Accepted	Under contract	Width of pavement	Width of ro	Kind	Thickness	Kind	Thickness	Binder	Surfacing
64	{ 2.99 { 1.38		16 16	32-30 32-30	Li Grv. 6, Li. 4,	10	Sy. Tr Sy. Tr Sy. Tr Li	2 2	Asp. (10) Asp. (10) Asp. (10) Asp. (10) Asp. (10) Se., water Se., water Se., water Se., water Se., water	
	0.62		16 16	32-30	Li	****	Sy. Tr	2 3	Asp. (10)	
	0.81 7.25	1	16	32	Li	4	Li	4	Asp. (10)	
67	4 68	1	12-16 14-16	26, 30	Dol	4	Tr	3	Sc., water	,
68	4.40		†16 ∫ 14, 16	26 25	Li	3 5	Ann St	2	Sc., water	
	l		\ 16	26. 25	App. St. 3, 2	5	App. St	2	Sc., water	
70	1.33 3.69		14-33 14	20-26	Qrz	3	App. St Qrz Qrz Sst	3	Sc., water Sc., water	co
71	3.69 2.61 0.13		14 22-40	22 40	Set	3	Sst	3	Asp. (1)	
_	I O KR		16	22-40	Li   App. St. 3, 2   App. St. 3, 2   App. St. 3, 2   Gyrs   S. Con. (2)(8)   Fid. 8, App. St. 2   Gyrs   Gyrs	10	Br App. St	4	Sc., water Asp. (10) Asp. (10) Sc., water Sc., water Sc., water Sc., water Sc., water Roemse Asp. (10)	
72	1.36		16 14	22-40 22-40	App. St Fld. 8. App. St.2	10	App. St	3	Sc., water	
_	2.36		14	22-40	App. St	5	App. St App. St	8	Sc., water	t: 0. HO
	4.21 2.17		14 14	24	Grv(2)(10)	3	Grv		Asp. (1)	LL, 56., EU.
	∫ 0.07	0.11	16	24-30	Li	5	Li Med. Blk	8 7	Sc., water	••••••••••••••••••••••••••••••••••••••
	1 4 74	1	16	26, 2	S. Con. (16)(3). S. Con. (16)(3).	IK	M. M	1 1	à	
74A	6.30		82, 44	28, 32 32, 44	B Con. (5)	5	Lo. St Br.(14)	4	Sc., water	T. (17)
75	l 7 O.15		16, 12	26	Lo. St		Gn	5 3	Rocmac	
76	1		1		Sub	ļ <u>.</u>		<u>،</u>	Sc., water	
77	5.16		14	26-30	Li	16 16	Li	3	Sc., water	'
78				1	1	ı	l	ļ		T (17) HOVE
80	4.63	0.75	14-16 16	20, 30	S Con. (3, 14, 17.	5	St. Blk			1 (17) 110(3
Q1		{ 0.75 2.12 7.46	12-16 10-16	30_89	8. Con. (1) 8 Con. (3, 14, 17, 14, 17, 12, 14, 17, 12, 14, 17, 12, 14, 17, 14, 17, 14, 17, 14, 17, 14, 17, 14, 17, 18, 18, 18, 18, 18, 18, 18, 18, 18, 18	6	App. St	3	Asp. (10)	Ca. Cl
		i	1		2 Lo. St	ي	Li Lo. 8t	3	8c., water	Ca. Cl
	2.45		12, 16 2-4	32	(Shoulders)		Lo. St	8	Asp. (11)	
88	3.40		14	24, 26	Grv	4	Grv	3	Asp. (10)	
85	4.25		14	24, 30	Li	3	LiLi	3	Asp. (10)	
86 87	5.58 4.39		10	32	Crn	3	Li	3	Sc., water	
88	2.08		12	28	Sub	6	Grn App. St	3	Asp. (10) Sc., water Asp. (11) Asp. (11) Asp. (10) Sc., water Asp. (10) Sc., water Asp. (10) Sc., water Sc., water Sc., water Sc., water	
			۱.,		Lo. St		Li			i
89 90	3.81 7.96		14 12-16	24, 26	Li	4	Li	2	Sc., water Sc., water Sc., water	
91	10.85		12	22, 24	Li	4	Li		l .	
92	5.61		12-16	1	Li		Li	2	Sc., water	
93	₹ 5.31		14 14	22	Lo. St. 3, 2 Lo. St	5	Lo. St Lo. St	1 6	Sc., water Sc., water Sc., water Sc., water Sc., water Sc., water	
94		ļ	1				Li			
95 96	5.43 3.49	ļ	12 12	30 24	Li	4	Li Li	2 2	Sc., water	
96A	3.42 0.38		12 12	20	Set	Av 8	LiLi	Av2	Sc., water	
97	3.55			ľ	1		Set		Sc., water	
98			10-12	20, 24	ShShSh	•		l .	l '	
98A	0.22 5.04 1.40		12 10-12	26	3 8 <b>h</b>	8	Set Li Li	Z	Sc., water Sc., water	• • • • • • • • • • • •

<sup>\*</sup> See list by counties. † Changed from original plans.

9			Corre							D. sranen		=
aile			Costs			B			RESENT	PAVEMENT		
Equivalent 16' mileage	Per square yard of pevement	Per mile of 16'- 26' highway	Total	State's share	Date of con- tract	Per cent completed	Date of acceptance	Year resurfaced	Miles	Туре	County	Highway No
2,99	0 914	11 485	1								and it	
1.38	1.214	11,485 14,305 8,305	60,569 62	30,284 81	11/13/08	100	1/ 6/10				Oneida	†564
6.54 0.81	0.832	12,890 14,450	96,061 33	48,931 28	2/14/10	100	6/17/11	. <b></b>			Jeff	565
5.48	0.708	11,075	68,512 00	41,107 20	12/ 3/07	100	11/ 7/08	1915	7.25	W. B. Mac	Albany.	566
4.37		10.385	44,000 00 45,700 00	22,000 00 22,850 00	12/ 8/07	100	9/ 8/08 11/16/08		12122	Oiled	Dutch	567 568
4.34 1.10	0.591 0.708	8,920 9,930	} 51,300 00	25,650 00			12/—/07	{ 1912   { 1914	2.89	Bit. Mac	Putnam.	569
0.98 3.28	0.508 0.552		70,834 09	39,061 45	9/20/07	100	10 13/09	1912 1915	4.37	Bit. Mac	Putnam.	570
2.29 0.34	0.896	13,160 31,090	81,641 18	15,820 59	11/13/08	100	12/—/10		*****		Renss	†571
0.59 1.37	1.161	15,820		43,402 42	5/12/14	100	9/ 1/15	ŀ		Contract.	Ulster	572
1.32 2.07	0.792	12,350 11,360		10,102 12	0/12/14	100	, 1,10				Cissell'.	0
3.70 1.90	0.860	13,590	77,185 35	38,592 67	5/ 1/11	100	10/11/12		*****		Monroe.	573
0.11	0.867	11,790 16,305	2,050 00	1,332 50	9/25/16	99					Monroe.	573A
0.07 4.74	2.950 1.860	21,580	103,807 03	51,903 52	1		10/24/13	ł	1.715		Monroe.	†574
6.30 0.91	2.133	11,360 23,370	94,139 90	52,104 99	1	i				Oiled	Monroe.	574A
0.15 3.14	0.772 0.770	11,210	12,494 39	21,247 19	4/25/12	100	10/24/12		. 21,050	Oiled	Monroe.	575
4.52	0.611	7,975	\ 56,704 50	28,352 25	7/ 9/06	100	7/12/07	¦	*****	Oiled	Orange Schance.	*576 577
1.66		10,950	·			<b> </b>		<b> </b>			Orleans.	*578
4.12 0.75	2.433	11,000 28,480	1 1 50,800 00	24,095 35 31,670 00	6/12/12 6/12/15	100 95					Orleans.	579 580
1.90 5.95	0.872	13,830 10,850	l f	<b></b>	6/ 9/15	91	<b></b>	l. <b>.</b>			Orleans.	581
1.27 1.87	0.471	10,620	25,005 20	12,502 60		100	10/ 3/16				Orleans.	582
0.59 3.40	0.451 0.561		17	1	1	İ	12/26/11	1		Oiled	Renss	†583
5.97 3.71	0.975	13,300	87,700 00	43,850 00	5/ 7/08 11/13/08	100	12/ 1/08 12/13/09			Oiled		584 †585
5.58 3.32	0.530	7,590	46,815 00	23,407 50	6/30/06 11/26/07	100	9/—/08 11/—/08			Oiled	Genesee.	586 587
1.57	0.739	11,030 11,410	20,199 14	10,099 57	4/27/12	100	11/12/13			Oiled	Monroe	001
							l				and Or- leans	588
3.33 6.97	0.590 0.782	10.390	75.496 62	37,748 31	11/10/08	100	10/—/08 11/18/08	1915		24" Bit. Mac Bit. Mac	Colum Cayuga	589 590
4.78	0.793	11,320	89,800 00	44,900 00	11/15/06	100	12/ 1/08	1910 1916	6.05	Bit. Mac 24"-3"Bit.Mac	Cayuga.	591
a.83		10,345	1	26,403 54	9/18/06	100	12/15/08	1914 1915	3.26	Bit. Mac	Cayuga	592
4.60 0.50	0.658	26,680 27,780	152,950 00	76,475 00	9/13/05	100	11//08			Oiled	Rock	†593
4.10		9,555	1	25.860 03	12/ 4/07	100	9/ 2/09	1914	5.43	Bit. Mac	Renss	*594 595
2 58 0 28	0.694	11,800 14,210	34,913 00	21,995 19	9/20/07	100	11/—/08 9/21/10	3		Oiled	Chen	596 596A
2 67		11,690	85,517 56	23,138 9	10/22/07	100	10/15/08	1915	3.55	Bit. Mac	Chen	597
3.42	0.822	16,880	57,714 00	39,264 00	12/14/07	100	11/16/08		1.00	W.B. Mac	Cayuga	598
0.17	0.652	29,369	5,983 47	4,248 2	4/ 9/10	100			0.22	21" Bit. Mac.	Chen	598A
3.72 1.05	1.011	13,040 15,780	72,598 98	51,545 28	2/ 4/08	100	9/10/10	·····		Oiled	Chen	599

## APPENDIX A — COUNTY HIGHWAYS JANUARY 1

	Mn	LBS	4			Мат	erials Used	in C	CONSTRUCTION		
_		ct	emer	dwa.	воттом			70	P		
ON COMPANY	Accepted	Under contract	Width of pavement	Width of roadway	Kind	Thickness	Kind	Thickness	Binder	Surfacing	0
00 01	3.09	· · · · · · · · ·	16-20	<b>22</b> -30	Grv	4	Li	4	So., water		ŀ
02 03		10.24			Sh		 Li	<u>.</u>	Asp. (10)		İ.
04 05	. <b></b>	· • • • • • • • • • • • • • • • • • • •		32	Sh		1		Asp. (10)		
06 107 108	4.35 2.21		12 12	32	ShFld.	3	Li	3 3	Sc., water		
109 110	1.63 7.42	· • · • • • •	†16 16		LiQrs	3		†3	Asp. (17) (3)		i
11 12 13	6.64 3.04 5.62		16 16 16, 14	26-32 24, 26 26-30	QrsLiLi	3 3	Tr Li Li	2 3 3	Asp. (10) Sc., water Sc., water	Oil (10) CO	1
14	6 08		12	26	Li	4	Li	2	Sc., water		1
15 16	8.03 8.66		14 †14	24	SetLi	4	Set Li	3 2	Sc., water		
17 18	4.80 9.26		12 12	32 24	Li. Sub. Lo. St	6	Li Gn App. St	3	Asp. (11)	T	
19 20 21		5.13 2.90	14-16 14, 16 14	26, 30 24-26	Sub	6	App. St	3	Sc., water Sc., water	T., Ca. Cl CT	
22	2.43		14 14 14	22, 32 22, 32	Li Li Li	5	Li Li Li	3	Sc., water Sc., water		
23 24 25	\$ 5.95 3.00		14 14 14	22, 32 26 28	Li App. St Gn.	3	LiGn	3 2 3	Sc., water. Sc., water. Sc., water. Sc., water. Sc., water. Sc., water. Sc., water. Sc., water. Sc., water. Sc., water. Sc., water. Sc., water. Sc., water. Asp. (10).		
26 27	1		14 14	28	LiLi		Li Li	3 3	Asp. (10) Asp. (18)		
28	0.25	• • • • • • • • • • • • • • • • • • • •	14 14	26	Li	31	Li Dol	3 2	Sc., water	†CO (18)	
29 30 31	2 34	• • • • • • •	16	32	Li. Qrs. Qrs	3	LiQrs	3 2	Asp. (10) Asp. (10)		
32	l		†16	28	Ōrs	4	QrsSet	3	Asp. (10)		ij
33 31	3.73 { 0.16 3.27		12-16 15 15	24, 28 26 26	Sst S. Con. (10) S. Con. (10) Li Sst Sub. 5, Li. 2 Li Sub. 5, Sub. 5, Sub. 5	5 5	Br. (19) M. M	1	Авр. (о/		1
35	1 10 14	• • • • • • • • • • • • • • • • • • •	12, 16 12	16-32 28-32	LiLi	3 5	Li Li Li	3	Sc., water	Oil	
36 37 38	1.01		†12-16 14 14-16	24, 26 30-32	Sub. 5, Li. 2 Li	7	Li	2	Asp. (10) Asp. (10) T. (17)		
39	4.14		25, 10 10 4	28, 30 24, 28	Sub Sub (Shoulders)	7	Li App. St Li	3 3	Asp. (3)		
40 41	3.96		4-6 14-16	26-32	Sub. (Shoulders) (Shoulders) (Shoulders) Lt	3	Li App. St Li Li	3 3	Asp. (10) Asp. (10) Asp. (18) Asp. (18) Sc., water Sc., water Sc., water Asp. (10) Asp. (10) Asp. (10) Asp. (10) Asp. (10) Asp. (10) Asp. (10) Sc., water Asp. (10) T. (17) Asp. (3) Asp. (3) Asp. (3) Asp. (3) Asp. (3) Asp. (3) Asp. (3) Asp. (3) Asp. (3) Reg. (3) Reg. (4) Reg. (4)		
42				26-32	Ļi	5	Li	3	Ro. Asp. (14)	  Oil	1
43	4.42	•••••	16 12 16	26-32 32, 24 22, 29	LiLiLiLiLiLiLiL	5 3	Li Li Li	3	Ro. Asp. (14) Ro. Asp. (14) Sc., water Sc., water Ro. Asp. (14)		1
44 45	( 3 43)		16	22-32	Lateran	, ,	Li	3	Ro. Asp. (14) Ro. Asp. (14)	Oil	
46 47	4.12		16	26	Set	3	Set	ļ	Ro. Asp. (14) Asp. (1)		. 1 -

<sup>\*</sup> See list by counties. † Changed from original plans.

loage			1	Соэтв			p		PR	ESENT !	PAVEMENT		
Equivalent 16' mileage	Per square yard of pavement	Per mile of 16'- 26' highway		Total	State's share	Date of con- tract	Per cent completed	Date of acceptance	Year resurfaced	Miles	Туре	County	Highway No.
3.19	0.861	10,510		\$33,500 00	\$19,095 00	9/24/07	100	11/24/08	{ 1910 { 1910	1.02 0.13	WB. Mac }	Orange Cattar	*60 60
3.88	0.909	12,080		46,891 16	23,445 57	11/13/08	45 100	12/—/09	1914	0. 10	S. Con. BT	Ulster Ulster Albany	*60 60
1.64 3.26 1.66 1.63 7.42	0.578 0.661 0.575			24,000 00 28,700 00 16,313 52 16,115 04 107,760 92	12,960 00 14,350 00 8,156 76 8,057 52 53,880 46	12/18/07 12/18/07 12/ 3/07	100 100 100 100 100	11/ 1/08 11/ 1/08 11/ 3/08 11/ 3/08 12/—/08 1/ 5/11	1914 	0.78	Oiled Bit. Mac Oiled Bit. Mac	Orange Tomp Ontario Ontario Dutch Saratoga.	*60 60 60 60 61
6.64 3.04 4.96	1.030 0.567 0.553	12,610 13,330 11,690		85,535 58 40,524 11 64,670 00	42,747 79 20,262 06 38,155 30	5/28/10 11/13/08 11/27/07	100 100 100		1914 1912 1915 1914	5.62	Bit. Mac } Oiled Bit. Mac } Oiled	Saratoga Dutch Greene	61 161 61
4.56	1	11,625		57,680 42		9/20/07	100	*,,	{ 1915 1916	2.62	Bit. Mac Bit. Mac 2½" Bit. Mac Bit. Mac	Cayuga	61
7.00 7.69 3.59 6.92 1.92 4.52 2.54 2.40 2.12	0.766 0.649 0.816 0.677 0.765 0.769 0.668	8,330 12,790 20,340 14,242 12,590 12,180 13,680 10,060 11,810	}	61,822 00 103,853 59 33,500 00 111,531 65 26,400 00 73,000 00 36,800 00 53,832 02	53,912 47 16,750 00 69,011 54	7/16/15 7/11/16 10/28/16	100 100 100 78				Bit Mac Oiled Oiled	Colum Tomp Niagara Fulton Fulton Fulton Fulton Livings	61 61 61 61 62 62
0.91 5.21 2.71	0.975 0.789 0.785	11,850 10,110 13,360 13,090	1	60,316 47 38,434 34 65,200 70	30,158 24 19,217 17	2/18/10	100	6/30/10 9/ 9/11			Oiled	Livings	6:
4.83 3.99 0.22	0.857 0.932	12,960 13,590	1	54,308 73 75,971 29	27,154 36		100 100 100	1/19/12	1 1916	2.47	Concrete } 2" Bit. Mac } Oiled	Jeff Jeff Dutch	6:
6.90 4.13	0.479	9,760 11,135	1	49,386 49	29,631 89	4/ 9/10	100	6//11				Dutch	-6:
2.24 1.10 1.15	0.938 0.853 0.961	13,340 12,995 13,985	}	31,248 65 30,564 45	15,624 32 15,272 23	11/13/08 2/19/10	100	12/31/09 6/17/11			Oiled	Albany Renss	6
2.91 0.17 3.06	0.919 2.214 1.664	14,622 26,460 21,300	}	49,506 45 70,668 64		5/13/12 6/13/12		10/24/13 12/—/13				Mont Monroe. Monroe.	*6: 6:
3.77 0.10 2.47	0.830	10,980 12,730 9,190	}	46.575 74	23,287 87			1) 1/10		<b></b>	Oiled Oiled	Ontario.	6:
4.47 0.89 2.58	0.850 0.960 1.187	11,380 13,160 17,590	1	25,900 00 53,037 35 12,425 00	12,950 00 26,518 68 6,212 50	2/28/10 2/19/10	100	12/—/09 7/—/11 11/12/10			Oiled	Ontario. Ontario.	63
1.81 1.08 0.72	0.937 0.780 0.530	15,250	1	90,756 48		3/28/11	1	12/30/11			Oiled	Ontario	6
3.49 4.11		9,020		34,000 00 39,400 00	19,700 00	9/18/07 1/29/08	100	10/13/08 11/—/08	1915 { 1914 { 1915	2.09	Bit. Mac WB. Mac Oiled	Schenec.	6.
3.62 1.78 3.42 0.73 3.43	1.573 0.860 0.707 1.469	15,090 18,040 11,460 12,590 18,050	}	93,496 92 42,600 00 9,189 89 86,799 22	21,300 00 4,594 94	12/18/07 11/13/08	100 100 100 100	12/—/08 12/—/09			OiledOiled	Erie Niagara. Erie Erie	6- 6- 6-
1.18 4.12	1,719	18,410 13,760	1	56,699 57	30,013 37	11/13/08	100	5/—/10				Albany	.6.

## APPENDIX A - COUNTY HIGHWAYS JANUARY 1,

1	Mı	LES	يد			Мат	erials Used	IN C	Construction	
-		act	vernen	roadway	вотгом			TOP	,	
	Accepted	Under contract	Width of pavement	Width of ro	Kind	Thickness	Kind	Thickness	Binder	Surfacing
, [\	7.34 0.08 1.02 5.66 5.58	1	16 15 16 16–18 14, 15	28-32 28 28 26, 28 18, 28	Sub	3 3	Li. Li. Tr. Li. Anor	3 3 3 3 3	Sc., water Sc., water Sc., water Asp. (1) Sc., water	Li. Sc
	2 24	······	14 16 14 10 16	26 24, 28 20-24 24	Sat Lo. St. Sat. Sub. App. St. Grn.	7	Set Sy. Li Sy Li App. St	3233333	Asp. (10) Sc., water Asp. (2) Asp. (10) Sc., water Sc., water	Oil
	8.64 5.09 5.98	{	14 14 12 12	24, 26 24, 26 26-82 26-32	Grn Grv Sub. 6, Li. 3 Li.	†9 5	Grn Grv Li			
{.	6.06 4.88 4.33		12, 14 12–20 12, 14 2 14	26-28 26-28 22, 24	Fld Grv Grv. 6, Bl. 4 (Shoulders)	10 	LiBlBlBl	3 3 3 24	Asp. (10) Sc., water Sc., water Sc., water Sc., water	H.C.T. (17).
}	3.48 4.57 0.30		12-16 12 12 16 16	26 26 24 28	Fid. Grv. 6, Bi. 4	8 7 61 6	Set Set Set	2 2 2 1 2 1	Ber. (1)	
	1.11 5.98 3.39		14 14 14-16 14, 34† 34†	26 26 26–30 26–38	App. St. Li. Li. Qrs. S. Con.(13)	3	ScApp. St LiQrsBr. (14)	23 24 4	Sc., water Asp. (10) Sc., water Sc., water Sc., water Sc., water Sc., water Sc., water Sc., water Sc., water Sc., water Sc., water Sc., water Sc., water Sc., water Sc., water Sc., water Sc., water Sc., water Asp. (3) Asp. (7) Asp. (7) (8) (1)  Sc., water	H. O. (4)
<b> </b> {	1.48 0.76		14 14	20	a. a	5	Grv.Con(17) S. Con. (17) Br.(24) (23)	5 4		T.(17)HO (4) T.(17)HO (4)
	3.99 2.05 4.00		14 16 14 14–16 16	26, 32 24 20-30 26, 32 28	App. St. Cal. Sh. Cal. Sh. App. St. Cal. Sh. App. St. Cal. Sh. Li	4 4 4 3	Cal. Sh Tr Sy Cal. Sh	2 2 2 3	Sc., water Sc., water Sc., water Sc., water	
	4.72 3.95 3.57		16 16 16	20, 28 26 26	LiGrn	14 3 4 3 3	Set Li Li Li Li	3 2 2 2 2 2	Sc., water Sc., water Sc., water Sc., water Sc., water	H. O. (10) H. O. (10) C. O. † C. O. †
	1.40 1.87 0.63 1.51	••••••	12 14-16 14-16 14 14-16	24	<u>La</u>		SySyTrSy., TrSy., TrS	2 2 2 2	Se., water Se., water Ber. (1) Ber. (1)	
	3.20 5.30 5.17	0.12	14-16 14-16 16 14 14	24-32 30 24, 28 28	Set. Li Sub. 9, Li. 3. Sub. 9, Li. 4. Li Imp. Li Fld. Fld.	3	Sy., Tr Imp. Li Tr	3 3	Ber. (1)	
11 3	5.48 5.48 0.14		16 14 12–27 12 12	201	App. St., Tr Set. Anor. Anor. Anor	3 3 4	TrAnorAnorAnorAnor	3 3 4	Sc., water Asp. (10) Sc., water Sc., water	
	3.94 3.82 7.65		12 16 14 12	26 28	GnApp. StApp. StCal. Sh	3	GnTrGrv.Con(1)	3 3	Sc., water. Sc., water. Sc., water. Sc., water.	Oiled

<sup>\*</sup> See list by counties. † Changed from original plans.

leage			Coers			7		P	resent	PAVEMENT		
Equivalent 16' mileage	Per square yard of pavement	Per mile of 16'- 26' highway	Total	State's share	tract E	Per cent completed	Date of acceptance	Year resurfaced	Miles	Туре	County	Highway No.
7.34 0.02	0.717	100	\$83,099 64	<b>\$44</b> ,309 77	5/15/14	100	1/10/16				Monroe.	648
1.02 6.11 4.93	0.780	14,750 15,105 11,450	15,040 00 89,542 27	7,520 00 44,771 14 41,819 00	11/13/08	100 100 100	10/27/08	∫ i9i5	5.58	Bit. Mac	Colum Colum Clinton	
2.83 5.06 4.68	0.767	12,420 12,290 15,500	62,200 00	25,514 81 36,076 00 44,344 12	11/13/08 12/18/07	100 100	9/—/10 12/—/08	1915	3.09	WB. Mac	Clinton Oswego	652 653 †654
1.11 2.12 6 01	0.893	12,010 9,860 13,010	14.498 97	2,174 85 13,975 00 39,100 00	9/ 5/07	100 100 100	12/18/11 12/13/08 11//08		1.32	2" Bit. Mac. S WB. Mac Oiled. Oiled. Bit. Mac Oiled. F Con. Bit. Mac Oiled. Oiled. Sit. Mac Oiled. Sit. Mac Oiled.	Onon Warren	655 656 657
3.18 4.49	0.809 1.174	12,900 16,000	43,500 00 72,358 48		5/21/08	100 100	10//08 2//12	1916 1915	5.08 3.64	F Con	Essex Renss	658 659
1.41 3.21 3.04 4.73	1.309 1.167 0.789	15,320 13,970 11,145	35 947 07	19.051.95	12/18/07 4/ 7/10	100	8/30/10 11/30/10			Oiled	Niagara. Oswego	660 661
4.73 3.65 0.19 3.79	0.951	9,650 14,840	57,755 70	32,421 06 42,224 39	11/13/08		11/30/10 11 /4/15 12/ 6/10		1		l	662 663
1.38 2.61	0.972	11,270 15,390 14,280	1		4/ 7/10 4/27/10	100			i		Chen	664 665
3.42 0.30 2.04 0.98	0.636	14,350 14,230 14,320	31 001 93	45,277 51 20,831 12 10,708 07	3/22/11 6/14/12	100					i	666 667 668
5.22 3.04 4.04	0.930 0.995 1.000	15,860 14,880 14,490 14,325	16,561 20 82,388 06 48,911 88 59,433 47	45,231 87 24,455 94 27,078 53	4/24/12 3/25/11 2/20/14 6/12/12	100 100 100	1/ 7/13 11/30/14 1/ 8/13			Oiled	Chen Chen Onon Onon	669 670 671
0.16 4.37 1.40	0.841 0.879	12,000 12,270	93,114 24	46,557 12	6/17/12	100	1/25/14	1916	3.30	21 Bit. Mac	Onon	672
5.71 3.99 1.78		27,790 12,760	1.0	52,229 47 37 080 68	11/27/08 11/27/07	100	11/-/10				Onon Otaego Otaego	*673 674 675
3.551	0.597 0.840 0.621	12,760 11,150 10,240 11,110	19,462 36 40,951 38	52,229 47 37,089 68 12,845 16 26,946 01 18,894 20	11/27/07 2/ 4/08 12/ 4/07	100 100	11/ 9/08 12/21/09			Oiled	Otaego Otaego	676 677 678
2.64 3.65 3.50 4.72		10,560 14,290 10,580 12,290	30,030 90	24 211 11	3/27/11 3/21/11 11/—/08	100 100 100	11//11 1/29/12 9/ 9/11	1914	1.89	Oiled Bit. Mac Oiled	Renss Renss Tomp	679 680 †681
3.95 3.57 3.30 4.29	0.789 0.744 1.098	12,290 11,360 12,980 16,030 14,700	44,856 90 46,347 91 59,164 85	25,119 86 25,954 83 30,061 64	4/ 7/10 4/ 7/10 12/18/07	100 100 100	7/31/11 12/21/11 7/20/09			Oiled	Tomp Tomp Cayuga	682 683 684
0.56 1.32	1 278	17 090	110 405 01		11/25/08 4/ 9/10	100	12/ 1/09 5/27/12	•••••		Oiled	Cayuga	685 686
0.25 5.66 0.12 4.64	1.056 1.223 0.947	13,950 14,070 26,920 14,580 21,480	3,400 00 71,381 14	2,210 00 38,545 82	10/31/16 3/22/11	100	12/18/11			Oiled	Cavaga	686 687
0.15 3.57	0.632	10.760	38.400 00	38,545 82 1,889 14 19,200 00	3/22/11 2/24/12 1/30/08	100	9/ 9/12 10/ 6/08			Oiled Oiled Oiled	Cayuga . Orleans Rock	687 *688 689
3.64 4.27 0.10	0 806	13,030 11,035 11,870 13,540	46.408.61	19,200 00 23,204 31 44,070 00	,					Oiled Bit. Mac	ı	†690 691
0.09 6.70 3.82 6.69	0.525 0.775	9,790	37.400 00	18,700 00	1/30/08 1/30/08	100 100	11/—/08 11/_2/08	1915	3.82	Bit, Mac Oiled Oiled	Warren Suffolk	*692 693
0.90	0.800	11,510 19,090 11,630	81,276 00 20,232 92	40,638 00 15,218 92 25,453 87	1/28/08 6/12/12 2/11/08	100 100 100	11/28/08 9/18/ 3 7/31/11		•••••	Oiled Oiled	Cattar	694 1695 696

## APPENDIX A — COUNTY HIGHWAYS JANUARY 1,

Mı	LES	<b>4</b>			MAT	BRIALS USED	IN (	Construction	
	get	vemer	roadway	BOTTOM			T	)P	
Accepted	Under contract	Width of pavement	Width of ros	Kind	Thickness	Kind	Thickness	Binder	Surfacing
1 2.27		12	21-28	[		S. Con	6		Sand., HO
1.03		16 12	28-36	App. St	5	Grv., Li Li	3	Sc., water	
6.57		14 14-16	28 28, 32	Set	3	Set	3	Sc., water Sc., water Sc., water Sc., water	
4.51		14	30	Grn	3	Grn		0	ì
1.25		14 14	1 วก	Set	13	Set	3	Sc., water Sc., water	
2.94		14 12–14	24-29	SetGrvSub	4	Set	3	Sc., water	H O (10)
3.81		14	26	Sub	6	Grv App. St	3	Sc., water Sc., water Sc., water Sc., water Water Sc., water	H. O. (3) (10).
( 0 10		14		Sab		Tr		Aen (10)	
I) A 33	!)	14	24	Sub. App. St. App. St. Li.	4	Tr	2	Asp. (10) Asp. (10) Asp. (10) Sc., water	
4.71		14-16	26, 28	App. St	3	TrLi	21	Asp. (10) Sc., water	
					••••				
2.29		14	26	Li Fld. 3], Li. 5]. Li	3	Li Li	3	So., water	H. O. (10)
{		1 6	36	LiLi.	3	Li	3	Sc., water	
2.23		12 12	NU-34	11A	5	Li Li	3	Sc., water Sc., water	C. O. (10)
4.54		14 14	24 30	BlGrn	3	Li Li	3	Sc., water	
5.83		14	29, 30	Li	3	LiS Con. (1).	3	Li. Sc., water	
∫ 5.56		14 14	28 28	Cal. Sh	. 3	Cal. Sh	6 5	Asp.(2) Ber.(1)	T.(16)H.O.(4)
١١		2 14		App. St	3	App. St Tr. †	3	Sc., water	
0.24		14	26	Li	3	11.1	3	Sc., water	H. O. (10)
₹ 0.79		14 14	26 26	Li App. St		App. St	3	Sc., water Sc., water	
1.28		16 14	26 26	Fld	3	Grv	6	Sc., water Sc., water	
4.77		14	26	GrnQrs	3	GrnQrs	3	So., water	
0.90	1	16, 32	28-56	LiLi	3	TrSy.	8	Sc., water	
		12, 16	24, 28	ы	4	Sy	2	Sc., water	1::::::::::::::::::::::::::::::::::::::
2.82		16 12	28 28	App. StLi.	4 5		†2	Asp. (10)	
2.02		12, 16 16	28, 32	Li	4	Li	2	Asp. (3)	
2.05		16	22	Li	4	Li	4	Sc., water	
8.79 8.02		12 12	20, 28	Li Set	4	LiLi	2	So., water. Sc., water.	
{ 4.45		12 16	24 94	Grn	4		2 2	Sc., water	CO (10)
7.90	1	14	22-28	Gn	4	Gn., Grn	2	Asp. (10)	
4.12 ∫ †2.56		14 12-14	' 22_2A	GnLi	3	Grn.†	2 3	Sc., water Asp. (10)	
3.22 6.51		12-14 15	22-26 26	Li Li	3 4	Sy Li	3 2	Sc., water Asp. (3). Asp. (10). Sc., water Asp. (10). Sc., water Asp. (10). Ber. (1). Ber. (1). Asp. (10). Sc., water Sc., water	
2.75		16	32	<u>L</u> i	<sub>4</sub>	Li	2	Ber. (1)	1::::::::::::::::::::::::::::::::::::::
4.08		14 16	24. 2X	(()n	1 14	Gn Li	3	Asp. (10)	
4.08			28	Set	3	Tr	š	Sc., water	1
3.78	l	14	28	LiGn	3	Li Gn		Sc., water Asp. (10)	

<sup>\*</sup> See list by counties. † Changed from original plans.

			Coers				ı	P	resent	PAVEMENT	ĺ	
1.61 0.92	Per square yard of pavement	Per mile of 16'- 26' highway	Total	State's share	Date of con- tract	Per cent completed	Date of acceptance	Year resurfaced	Miles	Туре	County	:
	0.928	20, <b>45</b> 5	<b>\ \$32,863 66</b>	\$32,863 66	2/11/08	100	1/17/13				Cattar	6
0.09 0.77 5.73 4.60	0.635 0.906 0.624 0.557	12,270 11,310 11,090	10,600 00 69,400 00 48,854 83	5,300 00 58,990 00 43,480 80	2/ 5/08 2/11/08 1/30/08	100 100	11/30/08 11/16/08 12/14/08		2.50 2.50	Oiled	Chautau. Sullivan Sullivan	6 6 7
3.96 5.44 1.09	0.581 0.672	10,270 8,430 8,800	44,090 49 50,283 45 37,200 00	29.307 83	2/ 4/08 1/27/08 1/27/08	100 100 100	10/27/08 10//10 10/ 6/08	1916 1915 1913	2.65 4.51	Bit. Mac	Frank Frank Frank	7777
2.47 3.64 3.35	0.830	10,280 11,397 16,600	47,843 79 55,598 66	33,268 12 35,881 95	6/12/12 6/ 8/13	100 100	11/25/13 5/ 3/14				Chen Chen Chen	77
.17 .28 .28	0.932	15,980 13,580 15,490 11,770	1		,	100	12/21/11				Otsego	+7 †7
.00		11,770	52,369 06 24,836 61	26,184 53 12,418 30	3/23/11	100	8/12/12				Dutch Dutch Dutch	
82 09 67	1.042 1.090 1.670	11.890	49,743 59	24,871 80	11/20/08	100	9/ 9/11			Oiled	Niagara.	†?
.99 .95 .10 .99	0.775 0.538 0.985 0.812 0.902	14,620 9,280 13,760 11,840 12,500	66,014 34 62,412 20 19,318 32 58,158 67 24,353 24 67,298 02	35,293 91 32,795 37 9,659 16 29,079 33 12,244 61 39,807 45	4/25/11	100 100 100 100 100	8/-/10 12/21/12 7//12 8/24/14 7/14/15 9//10			Oiled Oiled Oiled	Livings Livings Livings Livings Civens	1 2
.69 .16 .21 .25	0.450	11,520 10,180 10,330 11,120	50 500 00	28,785 00 1,296 49	2/ 5/08	100	11/18/08		<b></b>	Oʻiled	Wash	7
.35 .28 .81	0.158	5,410 11,050	21,400 00	16,074 00 12,198 00 20,661 03		100	11/24/08 11/18/08	1915		Bit. Mac	Weeh	1
.17 .99 .26 .37	0.750 0.771 0.805	8,070 12,980 11,350 11,200	36,245 97 44,651 26 13,296 51 83,250 00	25,451 22 6,648 25 45,787 50	2/18/101	100 100	8/ 3/10 8/—/11 11/22/09 11/23/08		4.77	3" WB Oiled	Wash Chem Madison.	17
.82 .85 .71	0.796 0.702	13,140 11,270 10,390	37,045 17 30,481 40	18,522 58 15,240 70	4/ 7/10		7/—/11 12/—/10	1	3.19	Oiled	Niagara.	†7
.44 .05 .63 .07	0.921	10,845 10,975 10,410 11,680	37,422 17 22,100 00 75,550 00 80,078 41	21,330 64 12,597 00 44,971 59 46,450 47	1/30/08	100 100 100 100	12/ 1/09 12/ 9/09 12/ 4/10 12/ 4/10	1915 { 1915	R 70	Oiled	Cattar Cattar St. Law. St. Law.	
.33 .66 .96	0.831 0.885	10,630 12,140 12,740	} 47,467 59 93,406 70	29,865 65 59,448 59 29,234 64	11/25/08	100	12/ 4/10 12/ 4/10 1/30/11	( 1916		Bit. Mac } 3" Bit. Mac } Oiled Bit. Mac	t	
.57 .01 .78	A 406	9,720 18,180 11,090 12,545	37,480 30 62,112 64 78,483 25	29,234 64 39,130 96 43,792 71	11/25/08	100	8/26/10				Cort	7
.75 .55 .33	0.722 0.825 0.890	11,470 12,720 12,170 10,930	30,834 00 47,760 83 52,700 00 44,600 00	15,417 00 23,880 41 29,512 00 22,300 00	4/ 7/10	100 100 100	12/14/10 9/—/11 11/18/08 12/11/08	(1913		OiledOiledOiledOiledOiled	Orange Niagara. Saratoga Steuben. Suffolk	•
.31	0.541	8,670	30,394 80			- 1	10//08	1916	1.75	F Con	Egger	7

### APPENDIX A - COUNTY HIGHWAYS JANUARY 1,

-	Mı	7.00	**			Мат	erials Used	m (	Construction		
-		l ti	remen	dway	BOTTOM			70	)P		
	Accepted	Under contract	Width of pavement	Width of roadway	Kind	Thickness	Kind	Thickness	Binder	Surfacing	
8 .	5.91 †3.51 1.97 5.95	10.30	14 16 16 16 12 16	26-32 26-30 26-30 32	Set. 5", 2" Set Qrs Qrs Li Li S Con. (1) (16).	. 3	Li. Tr. Li. Li. Li. Li. Li. Li. Li. 22, 23, 27 App. St.	3	Sc., water		
2 3 4 5 5 6 7 8 8 8 8	1.40 1.46 2.74 1.51 7.03 0.50 2.28 8.33		14-24 14-16 14 16 16	26 24-28 28-32 24, 26 32 28-38	Sub Grv Set Li Li Gn S Con. (5) (11) S Con. (5) (11) S Con. (11)	5 4 4 4 5	Li. Li. Li. Gn. Br. (19)	3 3 2 21	So., water. Glu. (20) Sc., water Asp. (10) Asp. (10) Sc., water T. (17)	H. O. (3)	:
10 12 13 .			-	25, 32 25, 32	Sst. Li† Li Qrs. Grv.	4 4 4 3	(25) Gn Li. Li. Qrs. Grv	†3 2 3 3	Sc., water		
5 6 7 8 9 0	7.12 5.86 4.21	2.38	16 14 · 14	24, 28 22-28 28	Grv	5 3 3 3	Grv. Li. Gn. Gn. Gn. Sst. App. St.	3 3 3 	Sc., water	Oil (10)	
3 . 4 . 5 6 7 8 .	7.26 4.33		14 14 14–16	24, 26 24, 28 26, 82	Grn. Set. Li	4 4 3	GnSstLi	†2j 2 3	Asp. (10) Asp. (10) Asp. (3)		••
9   . 0   1 2   3 4   .	3.12		14-16	28 26, 28 25, 30 26–34 24–32	GrnApp. StApp. StApp. StApp. StSst	4 4 4 3	TrApp. StTrTrLi	21 3 2 2 2 3	Agp. (10)		
7 8 8 9	0.47 4.63 2.57		†12½ 14 14	33 26 26 26 24	S Con. (8) Bl. Bl. Gn. Sst.	3 1 5 3 4 4 3	Li	2 4 3 13 13	Sc., water	H. O. (10)	
2	6.20 4.62 2.14		14 16 16	24 32 26, 28 26, 28 22, 32 26, 36	Set. Slag. Set. Sst. Set. Set. Set. Gen.	3 3 3 4 4	Li. Tr. Sst. Sst. Sst. Sst.	3 3 3 3 2	Sc., water Asp. (10) Asp. (2) Asp. (2) Asp. (10) Asp. (10) Asp. (10) Asp. (10)	H. O. (10)	

<sup>•</sup> See list by counties. † Changed from original plans.

ilonge			Coers			8	•	P	RESENT	Pavement		
Equivalent 16' mileage	Per square yard of pavement	Per mile of 16'- 26' highway	Total	State's share	Date of con- tract	Per cent completed	Date of acceptance	Year resurfaced	Miles	Туре	County	Highway No.
0.98 5.91 3.50 1.96 10.30	1.083 0.905	11,585 15,700 15,710 13,160	\$12,062 02 92,788 07 83,899 63	69,494 63	12/ 5/08 4/27/11	100 100	12/—/10 11/—/09 8/—/12			Oiled	Oswego Dela Dutch	746 747 748
10.30 4.47	0.996	13,860	68,632 94	35,689 13	6/23/11 11/14/08	95 100	9/21/10				Niagara. Erie	*749 750
7.08 2.25 1.05 1.09 2.48 1.37	0.778 0.874 0.960 0.835	25,020 13,320 11,060 10,905 15,930 14,760	1 1	6,581 80 6,813 78	5/28/10 6/15/12 6/29/12 11/14/08 4/12/10	100 100 100	9/ 4/12 11/12/13 12/20/12 8/13/10 9/ 9/11			Oiled	Erie Cayuga . Cayuga . Steuben . Albany	†751 752 753 754 755
6.13 0.50 2.28 8.33	0.811 2.011 0.876	14,110 24,146 11,890 11,472	92,342 46 40,641 48	72,027 12 20,550 28	5/18/08 6/21/12 3/ 5/14	100	12/ 3/09 11/12/13 11/26/15	•••••	0.25	Bit. Mac	Essex Niagara. Niagara.	756 757 758
2.15 3.83 6.29 6.02 5.83 5.33	0.939	24,250 7,840 12,490 14,590 23,480	53,558 74 32,269 36 80,468 20 87,545 33 151,100 00	40,393 43 49,720 50	3/ 6/14 4/ 9/10 3/ 2/10	100 100	12/ 7/14 12/30/11 6/12/11			OiledOiled	Niagara. Niagara. Monroe. Oneida Colum Colum	758A 759 760 761 762 •763
4.12 7.12	0.557 0.679	10,090 12,109	1	43,118 31	4/29/12 1/13/15	100 100	10/26/16			Oiled	Monroe. Renss Mon- roe	*764 765 766 767
5.15 3.67 3.05	0.679	10,700 11,400 16,320	44,591 40 54,794 77	22,295 70 27,397 39	6/20/08 11/20/08 5/13/10	100	12/22/10 1/23/12			Oiled	West West West	768 1769 770 •771
3.67 2.38	0.914 0.904	14,000 11,645	52,761 06 32,000 00	30,601 41 16,273 43	8/22/11 8/24/16	100	12/21/11			Oiled	Camero	772
3.84 6.35 4.09	0.818 0.802 0.784	12,010 11,210 10,760	48,714 64 74,511 30 45,476 24	57.373 70	2/19/10 2/19/10 8/22/11	100 100 100	1/ 4/11 12/19/10 12/18/11			Oiled Oiled	Niagara. Niagara. West Clinton Clinton	*774 775 776 777 *778
2.91 0.80 0.38 0.67 3.12	0.620 0.806 0.776	13,910 11,680 11,710 10,590 14,850	40,476 58 9,342 00 4,700 00 7,209 00 46,320 76	20,238 29 6,165 72 3,102 00 4,830 03 28,255 67	9/22/08	100 100 100	7/31/11 11/ 7/06 11/ 9/06 11/ 9/06 11/15/10			Oiled Oiled	Clinton West Otsego Otsego Otsego Otsego	*779 780 781 782 783 †784 *785
3.29 0.37 4.05 2.25 5.02 2.17	1.953 0.696	11,880 3 20,135 3 11,910 7 14,910 8 14,640 1 13,020	7,606 94 86,331 10	4,640 23 45,006 57 44,212 90	4/ 9/10 11/14/08 2/19/10	100	2/17/11 11/—/10 1/23/12			Oiled	Otsego Otsego Schenec Schenec Albany Albany	789 790
2.09 10.25 5.44 4.62 2.14 1.27	0.758 0.130	11,930 12,672 14,200 512,430 13,440 14,490 720,240	26,101 22 131,358 22	65.679 11 72,092 98 38,482 25 32,225 85	11/14/08 11/20/08 11/14/08 2/19/10	100 100 100 100	9/22/10 7/19/10 12/16/09 12/—/10	1916 1914	2.45 2.13	Oiled	Albany Schenes Suffolk Sullivan Greene Greene	*791 *792 793 †794 †795 796 797
1.58 0.89	0.82	20,240 19,460	} \$63,243 37	\$26,621 69	2/17/10	100	12/20/10	η			Putnam.	798

### APPENDIX A -- COUNTY HIGHWAYS JANUARY 1,

-	Mil	<b>E</b> 6	*			Мат	erials Use	D IN	Construction	
	Ī	ᄬ	pavemen	demb	BOTTOM			70	P	
Amented	Tandomu.	Under contract	Width of pa	Width, of roadway	Kind	Thickness	Kind	Thickness	Binder	Surfacing
		4.21	16-20	32			F Con (20).	6		
		1.08 6.61	16 16	32 32			F Con F Con	8 P 7 P		
	1.64	0.09	16 14	32	SI	- 5	App. St	7	So mater	
1 5 2	2.85		14-26	24, 32	SubLi	3	Li	3	Sc., water Sc., water Sc., water Sc., water	H. O. (3)
} {	2.39 1.55	<b></b>	14 14-16	30 32	Sub	6	Li	3 3	Sc., water	H. O. (3) H. O. (10)
1) 3	RA S	. <b></b>	14-16 14, 16	30, 32	SubGn	6	Li Gn	3	Sc., water	
1 3	. 63		14	26	Gn	4	Gn	3	Asp. (10)	
1 1 4	1.96		14-26	26 24-32	Gn Sub S. Con (8)	6	Gn Li	3 3	Sc., water	
1 (	0.67		26-41	26-41	8. Con (8)	5	Br. (32, 14)	4		- <b></b>
	).97 ).70		16-24 16-44	26-36	Li Li Grv	3		3	Sc., water Sc., water Sc., water Sc., water Sc., water Sc., water Sc., water ID Sc., water Sc., water Sc., water Sc., water Sc., water Sc., water Sc., water Sc., water Asp. (10) Asp. (10) Asp. (10) Asp. (10) Asp. (10) Asp. (11) Asp. (1)	
! 1	1.03		16	26-28	Grv	1	Li	3	Sc., water	
110	2.39 ).86		14 16	26 28	Li App. St Grv. 6, App.St.3	3	Li Dol	2 2	Asp. (10)	
	1. <b>9</b> 0 ).92	••••	16 16	28 28	Grv. 6, App.St.3	9	Dol Dol	2 2	Asp. (10)	. <b></b>
[ i	1.12		16	28	Grv. 6, App.St.3 App. St	4	Dol	2	Asp. (10)	
	3.31		14	28	Sub	6		3	Sc., water	Glutrin
11 9	). 12 I. 28		16 16.14	30-45	Gn	4	Li Li	3	Asp. (1)	
	. 04 3.79		16, 14 16, 14	30-32	GnGn	31	LiLi	3	Asp. (1)	
1					Sub. 6, Dol. 2.	1			casp, (L)	
- 11 (	3.49 0.08		14 14	26	Dol	8	Dol			
::::	• • • •							• • •		
1 (	8.52 5.50		14-16 14	28-36	Gn. Sy.	4	Gn Sy	2	Asp. (10)	
110	) 92 1 .80		14	26	Gn. Sub. 6",-Gn. 2". Sub. 12†, Gn. 2"	4	Gn	3	Sc., water	
11.4	1.00		14 14	26 26	Sub. 6',-Gn. 2' Sub. 12†, Gn. 2'	14	Gn	3	Sc., water	
1 3	1.84 3.34		14 14	41	Sst		Set	21	Asp. (10) Asp. (10)	
1 8	3.33		14 14	28	GrvSst	6	Li Sst	3	Asp. (10)	
1 8	3.70		14	24	Sub	6	Li	3	So., water	H. O. (3)
1) 3	3.84		14, 16 14	28 28	LiFld	6	LiLi	3	Sc., water  Asp. (10) Asp. (10. Sc., water Sc., water Sc., water Asp. (10) Asp. (10) Asp. (10) Asp. (10) Asp. (10) Asp. (10) Sc., water Asp. (10) Asp. (10) Sc., water Asp. (10) Sc., water	
	1.17 3.56		16 16	26-32	Li	9	Li	3	Sc., water	T (17)
	33	5.63	16 16	24-26	Sub. S Con (10). Li. Sub. Sub. Li. St. 6, Li. 2.	9	Sy			
1 1	1.18	· · · · · · · ·	16	32	Li	3	L1	3	Asp. (1)†	# . 6
7	5. <b>44</b> 7.79		14 14, 16	28 26, 28	Sub	6		3	Sc., water	H. O. (10) H. O. (10)
11 2	2.29 1.75		12 12	22-24 24-24	LiSt 6 Li 2	3	Li	3	Sc., water	
1					Je. 0, Li. 2				Asp. (1)† Sc., water Sc., water Sc., water Sc., water Sc., water Asp. (10) Asp. (10) Asp. (3) Asp. (3) Asp. (1) Asp. (1) Asp. (1) Asp. (1) Asp. (1) Asp. (1)	
1 0	. 77 ) . 56		16 16	26 26	Li App. St Li App. St Grn Li App. St	3 6	LiSyLi.	3	Asp. (10)	
	. 21		16 16	28 28	App. St.	3	Li Sy	3	Sc., water	
1 4	.45		16 16	24, 28	Grn	4	Li	2	Asp. (10)	
1 0	). 17		16	28 28	App. St	4	Li	2	Asp. (1)	
' 1	.06		16	28, 32	шa	3	Li	3	Asp. (7)	. <b></b>

<sup>•</sup> See list by counties.

<sup>†</sup> Changed from original plans. § Includes Hy. No. 471.

lcage			COSTS			-		P	HESENT	PAVEMENT		
Equivalent 16' mileage	Per square yard of pavement	Per mile of 16' 26' highway	Total	State's share	Date of con- tract	Per cent completed	Date of accept-	Year resurfaced	Miles	Туре	County	Hishway No
4.47 1.08	1.133	20,400 17,060	62,000 00	40,300 00	8/30/15	70					Niagara.	79
6.61	1.231	15,230 13,125	124,000 00	66,485 00	6/ 9/16	2		-12-44	1-1-0-1		Niagara.	80
4.06	0.701	11,270 12,180 13,560	47,155 24 64,671 39	33,008 67 41,539 40	4/ 5/10 3/30/11	100 100		1914	343,111	Bit. Mac	Allegany Wash	80 80
4.07 3.27	0.624	9,134	71,609 91	41,616 17	5/ 3/12	100	6/14/14			Oiled	Wash	80
4.00 2.31	0.706	9,134 9,173 11,961 12,872	81,668 67	62,884 88	2/19/10	100	1/ 8/12	1915	0.19	Bit. Mac	Warren	80
3.23 4.45 1.23	0.713	11,130 13,730 26,210	37,913 46 96,700 21	24,643 75 47,845 56	4/29/11 10/20/14	100 100	1/ 5/12 12/28/15		*****	Oiled	Warren Chen	80 80
1.19 0.91 1.03 2.18 0.86 1.90 0.92 1.12	1.171 0.862 0.467 0.554 0.816 0.996 0.900	18,290 16,030 9,248 11,410 10,600 12,290 11,390 9,710	20,639 00 12,940 90 9,742 25 25,696 97	13,002 57 9,188 08 4,866 12 16,703 03 28,689 68	12/22/08	100 100 100	9/20/14 10/25/10	1915				*86 86 81 81 81
4.65 0.12			55,964 23	30,743 50	6/12/12	100	12/ 2/13			Oiled	Herk Jeff	•8 8
1.18 0.92 3.37	0.941 0.898 0.854	11,370 11,790 14,790 14,390 13,980	86,658 11	48,377 75	3/27/11	100	3/22/12		*****	Oiled	Saratoga	8
3.06 0.07	0.733	12,040 11,082	39,773 15	22,351 55	8/31/15	100	1/29/17	10			Saratoga Saratoga	*8 8
5.74 4.82	0.760	10,840 12,350	82 102 24	48,971 59 47,327 52	2/18/10 2/19/10	100	11/28/10 8/ 7/11	1916	2.50	2½" Bit. Mac	Saratoga Saratoga Frank Essex	*8 8 8
3.52 1.58	1.010 0.739	13,632 11,688 10,749	71,658 12	57,878 95	10/ 6/14					Oiled		8
0.81 4.21 2.90 2.92 5.22 5.86 2.95 3.36	0.680 0.840	16,550 16,800 12,970	76,190 22 53,293 97 39,917 11	66,285 49 46,365 75 23,151 92 36,490 79 42,622 22 56,549 34	4/ 9/10 4/27/11 3/23/11 3/23/11 6/13/12 6/14/12	100 100 100 100 100	1/23/12 10/10/12 12/21/11 1/ 8/12 12/19/13		******	Oiled	Sullivan. Sullivan. Oswego Oswego	8: 8: 8: 8: 8: 8:
4.17 3.56 5.63 1.33 1.18	Vac	11,870 13,843 17,270 17,130 10,500 9,965 12,824 24,030 12,380	21,022 00	22,608 03 21,648 92 49,096 00 24,668 66	3/18/14 5/10/15 5/27/15 6/18/12	100 100 93 100	10/ 1/14 9/22/16 10/—/13		1.18	Oiled	Livings. Herk Herk Niagara.	8: 8: 8: 8:
4.77 6.64 1.72 3.56	0.801 0.855 0.568	11,160 11,970 9,948 13,365	55,632 56 82,784 35 71,380 38	37,796 37 44,703 55 46,397 25	3/24/11 4/ 5/10 3/12/14	100 100 100	$\frac{2}{-11}$	* 5.7 = V 1 - 5.7 + 4 +	*****		Otsego Broome . Jeff	8 8 8
4.77 0.56 1.21 4.25 4.45 0.27 0.17 1.06	0.542 1.032 0.704 0.134 0.830	11,840 16,260 11,460 12,730 13,090 17,280 13,860 13,020	13,861 57 55,618 47 60,903 07 4,650 46 2,633 32	31,041 46 4,733 86 7,901 09 27,809 24 43,857 05 2,325 23 1,711 66 7,379 75	3/23/11 3/23/11 3/27/11 5/10/11 2/19/10 2/19/10 5/28/10 6/19/12	100 100 100 100 100	1/23/12 1/23/12 1/18/12 4/23/12 1/10/11 11/17/10 1/5/12 7/30/13	1913	- 11 + 1 - 1 - 1 - 1 - 1 - 1 - 1 - 1 - 1	Oiled	Jeff Oneida Oneida Oneida Essex Saratoga Warren Jeff.	***********

#### APPENDIX A — COUNTY HIGHWAYS JANUARY 1,

	Mn	LES	10			MATI	RRIALS USER	IN 4	CONSTRUCTION	
-	1	act	pavement	roadway	воттом			TO	p	
	Accepted	Under contrac	Width of pa	Width of ros	Kind	Thickness	Kind	Thickness	Binder	Surfacing
	4.01		14	24	Sub	6	Li	21	Sc., water	CO
14	5.03 0.25		16 16	32	Tr	4	Tr	91	Asp. (3)	368
1	5.32	4,000,000	14	28	II.i	4	Li	27	Trn. (1)	
L	5.32 3.74	*****	14	24	GnApp, St	31	Gu	21	Sc., water	444
В	1.10		14-36	28-36	App. St.	4 21	Li	21	Asp. (1)	ET () (10)
И	0.72		16	28-10	Set. S. Con. (3) Sub. 6", Li. 3" Sub. 12", Li. 3".	5	Sst	4	Ser water	IL O. (10)
П	0.27		12-16	32	Sub. 6", Li. 3"	9	Manie	2	Asp. (10)	\$\$2
И	0.03		16 14-20	16-32	Sub. 12", 14. 3".	15	Li	2 2	Asp. (10)	
1	0.81	Hart (17.7.)	16.	24-28	Sst	4	Sy	2	Asp. (1)	
	1.21		12	22	Li Sst Li Old Mae	4	Sy Li	3	Asp. (10). Asp. (10). Asp. (10). Asp. (10). Asp. (1). Sc., water Sc., water	
	2.80	******	12 16	22	Old Mac	4	114	3 2	Asp. (1)	
1	0.47		16-22	30-45	Li	3)	Merry	3	Asp. (1) Sc., water Asp. (10)	
L	1.32	terior.	16	32	Lilianianiani	4	Mariana	24	Asp. (10)	
ı	4.27	4,000,44	16 14	32	S. Con. (16) Sst	5	Br. (11) Tr	4 2	Sc., water	H O (9 10)
L	1.13		16-60	20.00	A to com	4	Anor	13	Sc., water Ber. (1) Sc., water Sc., water Sc., water	11. O. (3, 10).
D	0.11	1157511	16	32	Old Mac. App.St, 5½" & 2" Fld, 5½", Li, 2". Sub.13‡"†,Li, 2".	76	Ü	2	general cores	H. O (1)
1	3.48	VALUE OF STREET	10	22-28	Fld 54" Id 2"	78	Lá	2	So water	
И	0.57	COLUMN	10	22	Sub.13 + t.Li.2"	15		2	Se., water	331
D	0.97	1 de maria a	4		(shoulders) S. Con. (1) (9) . S. Con. (3) (16) . S. Con. (8)	***	Grv Br. (9, 22), Br. (9) Med. Blk	3	oromonio.	
1	1.04	1,0000	28-30 †16	26-48	S. Con. (1) (1)	5	Br. (9)	4	***********	
D	0.78		16-34	28-65	S. Con. (8)	5	Med. Blk			
n	0.10		16-34 16-24			13		13	Ber. (1)	
Ħ	0 42		30	30	S. Con. (7)	5	Br. (7)	13	Asp. (a)	***************************************
D	2000	7.72524	6		Gn	5	Gn Br. (7) Br. (7) Br. (9)	4	(shoulders)	
П	2.01	*******	16 16	28	S. Con. (1) Li	5	Br. (9)	121	Ber. (1). Asp. (3). (shoulders). Ber. (1)	VA
1	C.E.	7			The second secon		100000000000000000000000000000000000000		Des (I).	
1	1.67		16-28 28	26-32	Gn S. Con. (9)	5	Sy Br. (15) Dol	4	Asp. (3)	<u> </u>
13	0.39		16	238	1201.	9.	Dol	2	Asp. (10) Asp. (3)	137
11	1.29		111-22	†32	Li. S. Con. (1) (15).	4	Sycariores	2	Asp. (3)	
13	0.67	64.848.49	†28	28	S. Con. (1) (15).	5	Bitu	2	**********	
1	0.37		16	32	Li	4	Li	3	Asp. (3)	
11	0.21	*****	40	38	S.Con(1,6,16,20) Li	5	Li. Br. (22) Li.	4	Sc., water Ber. (1)	
1	3 50	+:	12 14	+26	Gn	3	Gn	3 3	Ber. (1)	Ten. (1)
19	1.50		14	126	Gn Gn	3	Gn Grn	1 3	DC Water	111771. (1)
ľ	1.50 5.74 3.79		12, 14	24, 28	Grn	3	Grn	3	Sc., water Sc., water	H. O. (10)
	0.97	44334	12 16	26-32	GrnApp, St	3	Gra Sy	3	Asp. (1)	
	6.74	· · · · · ·	16	26	Dol	3	Del S. Con. (8).	3	Asp. (1) Asp. (10)	
1	6.26	******	16	26			S. Con. (8).	5 3	Asp. (10, 3)	Li. Sc., T (17)
	1.79	******	14 14	26-28	Li Sub Sub Sub	8	Li	3	Sc., water.	
	2.55	· · · · · · · · ·	14, 16	26, 28	Sub	6	Li	3	Sc., water Sc., water Sc., water	CaCl
1	2.14		14	26	Sub	7 4	Li	3	Se, water	CaCl
11		******	14 14	30	Salvanania	4	Gn	3	Asp. (10) Asp. (10)	
11	0.90		14	30	Sub	17	Gn Dol	1 3	Ago, (10)	Marking and a second
1	8.54	******	14, 16	28, 32	App. St	3	Dol	3	Asp. (12)	
	2.83		14 16	28-27	Sub Sub App. St Sst Sst	3 3	Sst	3	Asp. (12) Asp. (10) Asp. (10) Sc., water	
13	0.32	******	14, 16	28	Sst	3	Set	3	Sc., water.	H. O. (10) Se., CO. (10) .
1	9-10	SECTION	42, 10	24, 28	Sub	6	Ii App. St	3	Se., water Asp. (1) MM Asp. (10)	
	0.04		16 14	28	App. St	4	Sat Qrz., Dol.	3	Agn (10)	00.(10)

<sup>\*</sup> See list by counties. † Changed from original plans.

office			Costs			P	1	P	BESENT	PAVEMENT	5 1	
Equivalent 16' mileage	Per square yard of pavement	Per mile of 16'- 26' highway	Total	State's share	Date of con- tract	Per cent completed	Date of accept- ance	Year resurfaced	Miles	Туре	County	Highway No.
3.51 0.25 5.03 4.75	0.594 1.220	9,630 14,675 15,685	\$38,616 35 83,917 96	\$25,872 05 41,958 98	4/13/10 4/14/10	100 100	12/18/11 1/24/13			Oiled	Tioga Suffolk	845 †846
5.03 4.75 3.28 1.21 4.69 0.72	0.913 0.571 1.137	15,685 12,580 15,665 24,085 12,995 24,365 13,880	62,768 40 53,887 35 28,447 74 71,091 69	37,721 14 14,207 36	4/ 7/10 4/11/10 5/28/10 4/ 5/10	100 100 100 100	1/23/12 2/ 8/11 1/24/13 12/21/11			Oiled	Lewis Hamilt Albany Steuben .	847 848 849 850
0.27 0.03 0.70	1.222	13,880 16,230 12,560	15,000 08	7,500 04	4/ 7/10	100	11/16/10			Oiled	Monroe :	851
0.81 0.91 2.14	0.511	15,960 16,390	12,924 14 16,700 86	6,462 07 8,350 43	4/ 7/10 4/ 9/10	100	7/14/11 12/ 1/10	1914	4.07	wв. но	Cayuga . Genesee .	852 853
4.50 0.51 1.32 1.70 3.74 1.33 0.11	1.115 1.901 0.900	2,940 12,310 16,380 14,590 21,930 14,460 12,730	56,274 16 8,617 07 19,551 97 37,558 76 57,200 06 16,419 66	4,308 54 9,775 95 18,779 39 32,032 00	4/ 7/10 4/ 7/10 4/ 9/10 4/13/10 3/22/11 5/28/10	100	1/12/11 1/31/11 12/14/10 9/ 9/11 10/10/12 12/18/11			WB. Mac Oiled Oiled	Wyom Livings. Livings. Chaut Broome. Essex & Clinton	854 856 856 857 858 859
0.88	0.587	8,230 10,350	21,370 70		6/ 6/11	100	100	1 A Y 45 a la	×41941	Oiled	Wayne	860
0.35 0.50 1.81 1.04 0.13 1.16	0.188 1.944 2.033 2.540 0.868	27,890 23,525 35,420 19,730	15,105 26 49,357 11 24,821 01 23,720 81	13,482 17	6/10/10 6/25/10 5/28/10 6/ 3/10	100 100 100 100	30.30.30	diam.			Erie Mont	862 863 864
1.00	2.280	19,620	92,177 2	23,292 10	6/ 2/10	100	3/22/12			Oiled	West	865
0.19 2.01 1.09	2,304	23,720 11,040	47,675 97 12,308 18	23,837 98 6,154 09	5/28/10 8/ 9/10	100 100		1916	0.09	Bit. Mac	Erie Livings	866 867
1.71	0.856	14,580 27,150	42,496 6	13,602 09	8/12/10	100	2/14/12	1916		Bit, Mac	Herk,	868
0.65 1.30 1.21	0.774	14,750 19,438 29,989	9,517 9 56,516 6		8/ 9/10 8/ 9/10	100		1 - 1 - 1 - 1 2 - 1 - 1 - 1		Oiled	Herk	869 870
0.39	1.015	15,880	16,883 9	5,255 41	8/20/10	100	1/23/12			Oiled	Herk Cattar.,	*871 872
2.18	0.838	12,960	32,851 3 68,614 2			100 100			-0.0	Oiled	Chaut Hamilt	873 874
1.31 4.70 2.84 0.97 6.74 6.27 2.44 1.50 2.27 1.87	0.801 0.588 0.993 0.718 1.107 0.825	13,184 15,430 313,420 12,520 9,770 13,914 510,980 914,765 111,450 213,680 12,419	71,348 2 42,064 5 12,316 4 68,407 1 88,251 5 27,937 4 24,887 1 27,062 8 27,126 7	2 40,360 20 3 44,125 76 0 13,968 70	3/25/11 3/22/11 3/31/11	100	5/24/12 1/ 2/12 5/14/14 10/11/11 1/ 2/12 1/ 8/12	F0.50	i Girls	Oiled Oiled Oiled Oiled Oiled Oiled Oiled Oiled	St. Law.	875 876 877 878 \$879 880 881 882 883
1.74	1.008	14 408	45,645 7	29,669 73	3/23/11	100	The said	1		Oiled	Frank'n.	884
7.54 4.19 2.62	0.849 0.658 0.668	12,175 14,145 11,690 10,710	97,530 4 65,311 8 35,911 9	68,226 05 2 45,715 68 1 24,060 98	3/22/11 3/23/11 3/23/11	100 100 100	9/16/13 12/25/11 12/18/11		00000	Oiled	Frank'n. Greene Greene	885 1886 1887
0.29 3.70 0.64 3.83 5.61	0.85	11,450 11,450 110,760 211,530 11,225	43,286 0 6,885 4 46,660 5 65,350 8	5 22,131 73 8 3,442 74 9 20,128 03 2 43,779 69	4/27/11	100 100 100 100	2/20/12	001000		Bit. Mac	Chem Montg Sullivan. Essex	888 889 890  891

### APPENDIX A -- COUNTY HIGHWAYS JANUARY 1,

	Mı	LES	#			MAT	erials Used	IN	Construction	
		act .	of pavement	roadway	воттом			TY	)P	
	Accepted	Under contract	Width of pa	Width of ro	Kind	Thickness	Kind	Thickness	Binde <del>r</del>	Surfacing
2	1.43 5 0.17		16 16	32	Sst	3 5	AnororGra Li	3 3	Asp. (10) Asp. (10) Asp. (10) Asp. (10) Asp. (10) Asp. (10) Sc., waker Trn. (1) Asp. (10) Asp. (10) Asp. (10) Asp. (10) Asp. (10) Asp. (10) Ber. (1) Asp. (10) Asp. (10) Asp. (10) Asp. (10) Asp. (10) Asp. (10) Asp. (10) Asp. (10) Asp. (10) Asp. (10)	
	3.44 2.49	l l	15, 16 16	20-32	II.i	3	LiLi	3	Asp. (10)	
4	{ 0.63 0.43		16 16	26 16-26	Li.†	8	LiLi	3	Asp. (10) Sc., water	H. O. (10)
5	0.89	l. <b></b> l	16, 32 16	26-32 28	Li.† Li Li Li Old Mac	3 2	LiSy	3	Trn. (1)	
В	0.38		16 14, 16	28 26, 37	Old Mac Li		Sy	3	Asp. (10)	
,	( 0.90 4.24	l. <b>.</b>	14 12	26	IT;	3	Sy Li	3	Asp. (10)	
3	2.87 5.69		16 14	28 24	LiTrGn	3	Tr Gn	3	Ber. (1)	
į	4.26 ( 0.08		†16 †20	24	Gn Old Mac	3	Gn	3	Asp. (10)	
2	1.84 5.30		16, †20 14			3 6	GnLi	3 21	Asp. (10)	H () + (10)
3 4	2.07 1.64	l	14 14, 16	21-24 28	Sub. Sub. Sub.	6	LiGn	†2	Sc., water	ÇO
5 8	3.90 5.98		14 14			6	Sst	3	Ber. (1)	
,	$\left\{ \begin{array}{c} 2.69 \\ 1.27 \end{array} \right.$		14 14	22-24 22-24	Sub	6	Li Li	3	Sc., water	CO.(10)5
8	0.17		14 25	22-24 28	Sub	3 3 5	Li Br. (17)	4	Asp. (10). Asp. (10). Sc., water. Sc., water. Sc., water. Sc., water. Sc., water. Sc., water. Sc., water. Sc., water. Asp. (1).	CO. (10)
0	1.04		16 14, 16	28 26, 28	Sub		Li	3	Asp. (1)	
A O	0.13 3.87	1	14 16	24 28-30	Sub	8	Tr	3	Asp. (10)	CO. (10)
1 2	3.04 6.69		16, †23 16	30 30	Cem. Grv	3	Tr Cem. Grv Tr	3	Sc., water	HO. (1)
3	1.82 3.63		16 16	32 32-52	Tr. S Con.(3, 11, 16) S Con.(3, 15, 16) S Con. (15, 16)	5	Br. (3) Br(25,6,20)	4	Asp. (1). Asp. (10). Asp. (10). Se., water Sc., water Asp. (10).	
5	1.46		35, <b>4</b> 0	36, 40	S Con. (15, 16).	5	Br. (25, 6, 20, 24)	4		
3	2.30 4.11		16 16		S. Con. (3) S. Con. (1)	5 5	Br. (27) Br. (8)	4		
8	1.16		12 4	28	Sub	61	Li Grv	3	Sc., water	
9	3.87		12 4	<b>.</b>	Lo(shoulders)	3	Lo Grv	3	Li. Sc., water	
0	<b>3.00</b>		12	94 97	0	61	Lo Grv	3	Li. Sc., water	
2	2.13 1.85	l . <b>.</b>	14-22 14	23-26 24	App. St Li	3	SetLi	3	Ber. (1) Asp. (10)	
3	} 4.24 0.27		14-16 14	22-30 22-30	(shoulders)	3	Li Li	3	Sc., water	
4	0.17	6.03	14 16	30 22-26	Li	·	App. St	3	Sc., water Asp	
5	4.49	5.40	16 14	25-28 24	App. St App. St Sub	3 6	App. St	3	Li. Sc., water Sc., water	CO. (10)
7	₹ 7.22 0.17		14 14	22-26	SubOld Grv. road.	6	Li	3	Sc., water Sc., water	CO. (10)
8	∫ 0.48		14	22-24	Sub	†6	Li	3	Asp. (3)	
0	∫ 0.32		14 16	28 26-44	Li Li	†4 3	Li	3	Asp. (3) Asp. (3)	
ı	0.72	<del>.</del>	16 16	26	Sub	†7	LiLi	3	Asp. (1) Asp. (1)	
2	3.69 0.63		16 16	26 32	App. St. OldMao.App.St. App. St. App. St. App. St. Sub.	3 2}	IT:	3	Sc., water Li. Sc., water Li. Sc., water Li. Sc., water Ber. (1) Asp. (10) Sc., water Sc., water Sc., water Sc., water Sc., water Sc., water Sc., water Sc., water Asp. (3) Asp. (3) Asp. (3) Asp. (1) Asp. (1) Asp. (1) Asp. (1) Asp. (3) Asp. (3) Asp. (3) Asp. (3) Asp. (1) Sc., water Sc., water Sc., water Sc., water Sc., water Sc., water Sc., water Sc., water Sc., water Sc., water Sc., water Sc., water Sc., water	
3	0.52 5.02		16 16	32 26	App. St App. St	3	Sy. or Tr Sy. or Tr Li Li.	3	Asp. (3) Asp. (1)	
1 5	4.90		14-16	26-30	App. St	4	Li	3	Sc., water	H. O. (10)

<sup>\*</sup> See list by counties.

<sup>†</sup> Changed from original plans.

9			Costs			-		P	RESENT	PAVEMENT		
Equivalent 16' mileage	Per square yard of pevenent	Per mile of 16'- 26' highway	Total	State's share	Date of con- tract	Per cent completed	Date of accept- ance	Year resurfaced	Miles	Туре	County	Highway No.
1.43 0.17 3.43	0.746 1.109 0.859	10,615 14.320	16,006 95 } 44,784 90	8,483 68 26,152 64	4/25/11 4/27/11	100 100	1/ 8/12 1/24/12			Oiled	Wyom Wyom	892 †893
2.49 0.62 0.44 1.18	บ ดงร	11,970 13,720 14,590 12,720	48,645 85	27,241 73	4/29/11	100	8/27/12			Oiled	Wyom	894
0.44 1.18	0.816 0.917	12,720 13,115 18,420	14,432 88	5,890 41	5/ 1/11	100	7/ 8/12				Dutchess	895
0.00		11,850	33,583 11	16,791 55	5/ 4/11	100	1/ 2/12	<b></b>			Onon	896
0.61 0.79 3.20 2.87 4.98 4.26 0.11 2.20	0.925 0.891 1.073 0.716 0.772 0.643 0.867	15,410 14,410 16,200 14,083 15,379 18,200 9,159	59,970 32 40,932 31 80,667 69 56,235 61 24,788 27	29,985 16 20,466 15 40,333 84 28,117 81 12,394 13	4/28/11 4/25/11 4/27/11	100 100 100 100 100	1/23/12 1/ 8/13 9/10/12			Bit. Mac Oiled	Onon N: ssau West West	897 898 899 900 901
2.20 4.63 1.81 1.56 3.42 5.23 2.35	0.929 0.713 0.781 0.954 0.933	11,262 13,230 11,390 10,600 12,360 14,940	63,300 00 21,450 00 16,952 59 45,231 59 81,399 77	37,980 00 12,441 00 8,984 87 28,495 90 49,305 47	4/27/11	100 100 100 100 100			1.03	Oiled Oiled Oiled 2½" Bit. Mac	Broome. Steuben. Steuben. Steuben. Steuben.	902 903 904 905 906
1.12	0.831	13.360	52,156 06	27,642 71	4/29/11	100	12/21/11			Oiled	Steuben.	907
0.15 1.70	2.038	14,720 24,005 14,805	58,722 45	15,817 69	6/12/11	100	10/15/12	į.		· · · · · · · · · · · · · · · · · · ·	Madison	908
1.04 4.08 0.12 3.87 3.06 6.69 1.82 3.63	0.673 1.350	13,370 18,980 11,810 13,170 12,370 23,580 23,060	57,334 46 1,527 50 46,539 36 40,955 20 84,011 75 43,646 71 85,690 03	28,667 23 822 50 23,269 68 20,477 60 42,005 87 21,823 36 42,845 01	4/25/11 3/30/15 6/13/11 12/ 4/11 5/26/11 4/25/11 4/27/11	100 100 100 100 100 100	7/31/15 1/ 8/13 12/10/12 1/18/13 9/12/12				Putnam. Putnam. Suffolk. Suffolk. Suffolk. Erie	909 909A 910 911 912 913 914
3.15 2.29 4.11 0.87 0.29	1.934	28,730 24,210 23,610 10,210	73,387 65 56,319 31 98,096 13 10,205 57	15,059 03 28,159 65 49,048 06 5,202 78	4/26/11 4/28/11 6/15/11 4/25/11 4/27/11	100 100 100 100	1/ 8/12 1/18/13			Oiled	Erie Erie Erie Wayne	915 916 917 918 919
0.97	0.658 0.280 0.790	8,310 11,780	26,515 09	13,257 54 14,912 08	4/29/11	100				Oiled	Wayne	920
0.87 0.29 1.90 0.97 2.25 0.75 2.02 1.62	0.119 0.740 0.722	17,303 10,600	35,501 81 17,750 99	17,382 34 8,875 49	4/27/11 4/25/11	100 100	1/ 2/12			Oiled	Ulster Genesee.	921 922
3.72 0.24	0.668 0.368	11,125 8,805	47,545 86	23,772 93	4/25/11	100	11/20/12				Genesce.	923
0.24 0.14 6.03 5.40 3.93 6.32 0.15	0.961 0.788 0.674 0.722 0.801 0.488	8,805 13,875 12,160 10,800 11,630 10,840 7,900	73,300 00 58,300 00 47,658 86 72,577 63	41,048 00 29,659 58 25,686 98 43,916 00	6/12/11 6/12/11 6/27/11 6/17/11	100 100	12/ 5/12 12/ 5/12	l		Oiled	Erie Erie Tomp Tiogs	924 925 926 927
0.42	0.822	13,390	) 18,765 34	14,074 00	12/ 6/11	100	12/12/12				Rock Eesex	*928 929
0.85 0.32 0.72	0.924	14,230 11,230	3,677 61	2,905 31	12/ 8/11	100	12/12/13	1	i .		i	930
0.72 0.77 5. <b>69</b>	1.214	14,350 15,470 13,150	96,830 47	53,494 31	6/15/11	100	12/30/13			Oiled	1	931
0.68 0.52	0.950	11,770 12,105	14,592 93	7,454 58	6/21/11	100		l			1	932
5.02 4.42 3.35	0.959	14,510 12,230 11,420	72,834 50 56,798 84 39,713 69	40,002 53 37,808 10 26,211 04	6/15/11 6/17/11 6/17/11	100 100 100	2/ 5/13 12/ 2/13 10/ 2 12			Oiled	Oneida Otsego Otsego	933 934 935

## APPENDIX A — COUNTY HIGHWAYS JANUARY 1.

7- 116- 118- 114- 116-	14 24 14 29 20 28-38 2 16 22-28 14 24 14 26 14 26 18 26 25 40	Sub. App. St. Grv. Sub. S. Con. (21) S. Con. (16). Li. Set. Sub. Sub. Sub. Sub. Sub. Sub. Sub. Sub	5 5	Kind 50 15 15 15 15 15 15 15 15 15 15 15 15 15	Asp. (10) Asp. (3)  Sc., water	
7	14 24 34 14 29 22 28 32 16 22 28 34 14 24 14 26 18 26 25 40 22 24 32 24 32 34 34 34 34 34 34 34 34 34 34 34 34 34	Sub	6 4 4 5 5	Li. 3 Li. 3 Grn. 3 Br. (34) 4 Br. (11) 4 Grv. A/2 Br. (15) 4 Li. 3 Sat. 3	Sc., water	. CO. (10)
14-	14 24 14 29 20 28-38 2 16 22-28 14 24 14 26 14 26 18 26 25 40	(Grv. Sub. B. Con. (21) S. Con. (1, 6, 16) (shoulders) S. Con. (16) Li. Set. Set. Sub. S. Con. (16)	5 5	Li. 3 Grn 3 Br. (34) 4 Br. (11) 4 Grv A/2 Br. (15) 4 Li. 3 Sst 3	Asp. (10) Asp. (3)	
14-	14 24 14 29 20 28-38 2 16 22-28 14 24 14 26 14 26 18 26 25 40	(Grv. Sub. B. Con. (21) S. Con. (1, 6, 16) (shoulders) S. Con. (16) Li. Set. Set. Sub. S. Con. (16)	5 5	Li. 3 Grn 3 Br. (34) 4 Br. (11) 4 Grv A/2 Br. (15) 4 Li. 3 Sst 3	Asp. (10) Asp. (3)	
7- 118- 118- 118-	14 24 14 29 20 28-38 2 16 22-28 14 24 14 26 14 26 18 26 25 40	(Grv. Sub. B. Con. (21) S. Con. (1, 6, 16) (shoulders) S. Con. (16) Li. Set. Set. Sub. S. Con. (16)	5 5	Grn	Asp. (3)	
7- 118- 118- 118-	20 28-38 2	S. Con.(1, 6, 16) (shoulders) S. Con.(16) Li. Sst. Sst. Sub. S. Con.(16)	5	Br. (11) 4 Grv A /2 Br. (15) 4 Li 3 Sst 3	Sc., water	
†16- †18- 14-	2	(shoulders) S. Con.(16) Li Sst. Sst. Sub. S. Con.(16)	5	Grv A /2 Br. (15) 4 Li 3 Sst 3	Sc., water	
†16- †18- 14- 16-	16 22 28 14 24 14 26 14 26 18 26 25 40	S. Con.(16)	5	Li 3	Sc., water	
†16- †18- 14- 16-	14 24 14 26 14 26 18 26 25 40	Li. Set. Set. Sub. S. Con.(16)	3	Li3 Sat3	Sc., water	
†16- †18-	14 26 14 26 18 26 25 40	Set	3 3 7	Sst 3	Asp. (10)	
†16-			3 7	Sst 3		
14-			7		Asp. (10)	H. O. (10)
14-				Li. & Sy   3	Asp. (10)	.
14-			5	Br. (17) 4 Li 3	Aen (4)	
14-	16 24-32 16 24-32	Sub		Li 3 Li 3	Sc., water	H. O. (4)
16-	16 24-32	Sub	6	Li 3	Sc., water	H. O. (4) H. O. (4)
		Li	5	Li 3	Asp. (13)	
	17 32-42 16 24-28	Sub. Sub. Li. S. Con. (13) Sub.	5	Br. (11) 4 Li 3	Asp. (1)	H. O. (10) H. O. (10)
	10 28	Ll	. s	Li 3	Asp. (1)	
	16' 28	Li	3	Li	Sc., water	. H. O. (10)
	16: 28	Li	6	Li 3 Qrs 3	Asp. (1)	H O (10)
	16 28-32 16 32	Ann St	1 4 3	Qrs 3 Grn 3	Ber. (1)	Trn. (1)
14-	16 24-28	Sub	6	Sst 3	Asp. (10)	
14-	Z6 ZZ41	us Con. (s) t			Asp. (10)	
	14 26	Sub	9		Asp. (10)	
	16 37	S.Con. (1.17.22)	5	Br 4	жыр. (10)	.
	16 32	Sst	3	Set 3	Asp. (10)	
	14 26	Sub	9		Sc., water	. Giu
	27 26-32	App. St		App. St 3	Asp. (1)	
	16 32	Sub	6	App. St 3	Asp. (1)	•
	16 24-28	Li	3	Li., Grn 3	Asp. (3)	Sc HOAT
	14 24-32	S. Con. (4) (11).	5		: :	H.O. (4), T.
	i i		i	1		
••••	16! 32	App. St	3	App. St 3	Asp. (1)	So. T (17)
14-	16: 24-26	Sub	6	App. St 3	Sc., water	H. O. (10, 3)
12-	16 23-30	S. Con. (1)	5	Sst 1	T. (17)	
12-	16 22-24	S Con. (5)	5			. T. (17)
				Slag 1	T. (17)	
	14 26	Dol	3	Dol 3	Sc., water	Н. О. (10)
14-	16 26-32	Dol	3	Dol  3	Sc., water	. H.O.(3), Ghr.
	10, 20	10. COB. (1)(2)	U	i;····· ··a	Asp. (1)	
	14 28	Sub	62	(Li	Asp. (1)	
14-	16 28	Sub	6	Sst., Gru 3	IAsp. (1) (7)	
11 14-	16 28	Sub	6		A = (1 7)	• • • • • • • • • • • • • • • • • • • •
14-	16 28		6		Asp. (1, 7)	
1						
14-	50 26-50	S. Con. (13, 16)	5			
14-	24 28_29	Ann. St	4	App. St 2	Asp. (10)	THE OF CLOSE
	14 26	App. St	4	App. St 2	Sc., water	. Н. О. (10)
	14 26	Grv	6	Lo. St 3	Sc., water	
	14 24 16 24-20	Sub	17	Ann St	Asn. (3. 4)	
	16 26	S. Con. (13)	5			. Asp. (16, 4)
	16 29	S. Con. (8 (9)	5		à	
	16 26	Sub	1 6	[I.i	oc., water	H. O. (10)
	10 24-26 16 98	Set.	1 4	Sat. 2		
3	14- 8, 16- 14- 12- 12- 12- 14- 14- 14- 14- 14- 14- 14- 14- 14-	14-24 22-30 14 28 16 28 16 37 16 27 26-32 16 27 26-32 16 16 32 14-16 24-28 14 24-32 14 24-32 14 24-32 14 24-32 14 24-32 14 24-32 14 24-32 14 24-32 14 24-32 14 24-32 14 24-32 14 24-32 14 24-32 15 32 34 14-16 22-34 14 28 14-16 26-32 14-16 28 15 24-30 16 24-30	14-24   22-30   S. Con. (8)     14   26   Sub.     16   28   App. St.     16   37   S. Con. (1.17,22)     16   27   26-32   App. St.     16-27   26-32   App. St.     16   32   Sub.     14-16   24-28   Li.     14   24-32   S. Con. (10)     14   24-32   S. Con. (10)     14   24-32   S. Con. (13)     14-16   23-30   S. Con. (13)     12-16   22-24   S. Con. (5)     12-16   22-24   S. Con. (10)     14-16   26-32   Dol.     14-16   28   Sub.     14-24   26-38   App. St.     14-25   26-38   App. St.     14   26   Grv.     14   26   Grv.     14   26   Grv.     15   26   S. Con. (13)     16   29   S. Con. (8   9)     16   24-26   Sub.     26   Set.     27   Sub.     28   Sub.     29   S. Con. (13)     20   Sub.     20   Set.     20   20   20     20   20	14-24   22-30   S. Con. (S) f   5   5   5   5   5   5   5   5   5	14-24   22-30   S. Con. (8)	14-28   22-30   S. Con. (8)

			Costs	1		-		Pı	RESENT	PAVEMENT		
בלותו שופות זה חווים	Per square yard of pavement	Per mile of 16'- 26' highway	Total	State's share	Date of con- tract	Per cent completed	Date of acceptance	Year resurfaced	Miles	Туре	County	Highway No.
3.63 3.48 3.26	0.869	13,690 11,820 11,940 20,600	\$50,173 71 43,080 54 } 85,136 18	\$35,623 33 29,725 57 29,797 66	6/17/11 6/13/11 6/14/11	100	1/24/13 12/10/12 1/ 4/15			Oiled	Otsego Lewis Chaut	936 937 938
1.60 2.93 0.83	1.736 2.060 0.071	20,600 23,540	85,977 54	51,586 52	6/17/14	100	10/28/15				Chaut	931
1.26	1.700	22,860	97,414 36	56,047 33	6/15/11	100	10/13/13	ļ			Chaut	940
0.58 0.78	0.518 0.675	7,430 12,980	4,905 81 \ 16,802 10	2,796 31 8,789 36	6/15/11 6/14/11	100	5/ 5/14 11/14/12		\`	Oiled	Sar'ga Wash Mont	94:
0 43	0.669	12,920	15,647 19		6/15/11	100	1	1			Seneca.	94
0.57 0.23 0.61	U.889	26,710 12,050	44,847 76	29,399 75	5/ 7/12	100	1/20/13	<b></b> .			Alleg'y	94
3.30 1.95 9.01	0.784	11,190 12,150	24,608 03	12,304 01	6/20/11	100	10/10/12	·	<b></b>	Oiled	Chem'g.	94
1.13	1.015	11,740 24,310 14,130	136,473 73	71,457 92	6/21/11	100	1/30/13				Erie	194
1.74 0.19 0.11	0.870	12,770 10,680 15,130	47,671 70	23,810 85	6/13/11	100	1/ 8/13		i	Oiled	Albany	94
0.11 0.29 0.80 2.14	0.803	19,420 10,050 13,742	5,759 08 8,258 42 30,167 58	3,399 04 5,367 97 24,312 12	4/26/12 12/ 7/11	100 100 100	1/18/13			Oiled Oiled	Renss Frank Dela	94 95 195
1 121			1	39,335 53	12/ 7/11	100	1/ 8/13			Otled	Dela	98
3.11 0.95 0.04	0.942 1.810	10,321 16,939 29,714	21,785 34	1		100	1				Nassau	95
0.46 0.39 0.18 0.47 0.43	กดาล	12,930 19,680 43,490	6,000 00 8,346 40 14,916 30	4.867 52	4/24/12 12/14/14 6/11/12	100	1/18/13 10/19/15 10/27/13			Oiled	Greene Madison Albany	195 95 95
0.43 3.78	0.810	20,170 16,561	7,121 2	5	6/11/12 12/11/11	100 100		·		Oiled	Albany	95 95
3.40		13,210	46,358 5	1	12/11/11	100	1/18/13	1			Cattar	98
2.47 0.19	1.066	15,580 15,930 13,390	39,444 47 3,147 54 64,172 03	7 26,033 35 5 1,573 77 3 35,294 62	4/25/12 6/17/12	100	1/ 8/13			Oiled	Cattar	196
0.19 4.47 5.31 4.28 7.26	0.647	13,390 11,090 13,230 11,520	60,554 8 69,848 8	31 34.516 25	1 6/17/12	100	1/ 8/13 12/16/13 0 2/23/14 0 12/21/14			Oiled	Madison Brooms.	96
7.26 0.72	0.751	11,520	108,009 2	48,511 90 65,182 06	6/12/12	100	12/21/14				Alleg	96
7.24 3.54	0.249	23,990 2,770 9,300	20,884 8 34,557 9	7 14,509 93 0 21,425 90	3/29/15 5/ 4/12	100	11/13/18 7/18/13			Oiled	Alleg St. Law. St. Law.	90
3.06 4.07 0.91	0.69	13,050	32,098 9 53 131 3	11 18.617 37	6/12/12	100	1/18/13 12/17/13			Oiled	. St. Law.	#
4.82	0.97	14,510 13,500 11,533	73,462 4	1	1	1	-,,-	1	.: 		DL. LAW.	90
5.60 3.49 3.49	0.29	6,505 5,676	11	1			1		i		St. Law.	.0.
9.09	0.84	11,814	113,631 7	67,042 74					.	{	St. Law. St. Law.	9
6.98 2.49	0.84	13,970 12,045	58.184 5	3 50,339 83 8 36,428 46	6/13/12		1/25/14 10/25/18	<u> </u>			Onon Oswego	9
2.58 4.57 5.59	0.45	7 9,925 4 10,810	52 456 2	6 32,757 99	7/12/13 6/12/13	100	1/26/14	<u></u>		Oiled	Oswego.	97
2.01 3.62	1.03	2 14 245 7 14 600 7 22 730	89,100 0 29,853 7 80,000 0	6  15,822 50	4/27/12	2 100	12/30/13 12/ 2/13	3		Oiled	Wyom.	9:
2.45	2.02	0 24 ,980 8 10 ,024	73,509 8	7  36,754 9	4/24/1	10	0/4/1		: :::::	·   · · · · · · · · · · · · · · · · · ·	. Albany	97
4.38 8.27 2.55	0.71	3 12,140 2 12,080	100.201 0	5 50.085 5	4/25/13	10	0 1/8/1	3	•!••••	Oiled	. Albany	97

## APPENDIX A - COUNTY HIGHWAYS JANUARY 1,

	Mı	LES	t i			Mati	CRIALS USET	IN (	CONSTRUCTION		
,		ţ	vешег	roadway	воттом			70	P		
	Accepted	Under contract	Width of pavement	Width of ros	Kind	Thickness	Kind	Thickness	Binder	Surfacing	
81			16	26	S. Con. (10)	5				Grv., T (17).	
81A	{	,	14	26 26	Grv. 6, Sst. 4	···iò	F. Con.(10) Sst	6			
81	1.67		14 16	26	S. Con	5			Sc., water		
81A	0.98		14 14	26	Grv. 6, Set. 4	10	F. Con.(10)	3	10	i	
82	13.37		14-16			- 0	Sat	3	Sc., water	H. O. (10) T.(17),Sc.,Sn.	
83 84	2.56		14 16	24 28	Sub	6	Set	3	ABD. (10)	T.(17),Sc.,Sn.	i
85			12	24	Gab. & Sy	3	Gab. & Sy.	3	Asp. (7, 1)		
85A			12 12	24 24	App. St	14	App. St	3	Asp. (7, 1)		1
			4		Sub. Sub. Sub. (9). Gab. & Sy. Sub. 12", St. 2". App. St. (shoulders)		App. St Gab. & Sy.	6 3	A=n (7.1)		
85	0.36		12 12	24	Sub. 12", St. 2".	14		<b>،</b>			
85A	0.26		12	24	App. St (shoulders)	3	App. St	3	Asp. (7, 1)		1
86		10.97	14	26	Sub	8	Sst	3	Sc., water	H. O. (10) H. O. (10)	
87 88	6.38		14 16	24	Sub	2	App. St	3	Asp. (10)	H. O. (10)	ĺ
89	∫ 0.49	.,	16	28	App. St	5	Br. (32)				
90	1 03		16-†40 24-40	28-40 36-40	S. Con. (16) S. Con. (11,16).	T64	Br. (11)	4			1
91	4.64		16	32	S. Con. (16) S. Con. (6)	6	Sn	1	T. (17)	Sc., T. (17) H.O.(10),Ghu. Sc., T. (17)	1
92 93	1.99		14-16 16	1 30	Grv	7		2	Sc., water	H.O.(10),Glu.	
94 95	3.46		14	26-30	S. Con. (16)	6	App. St		Aer. (10)	Sc., T. (17)	ĺ
96	2.25		12 14	26	Sub Sub	8	Lo. St	3	Sc., water	H. O. (4)	
97 98	6.11		16 16	23, 26	Sst	6	Sst	3	Asp. (10)		ļ
99	6.68		14-16	24-30	Set	6	Li	ž		Glu. HO. (10)	
00 00A			∫ 14 ∫ 14	22-24	Sub	6	Sa	3	T. (17)		
00	( 4 00		14	24	Sub.	6	Set	3	T. (17)	• • • • • • • • • • • • • • • • • • • •	
00A	1 1.99		14	0.4	Sub		Set	3	T. (17)		
01	6.45		14-16 16-32	26 28-36	Sub Grv.Con.(d)(20)	6	App. St	3	Asp. (3)	HO. (3) HO. (3) HO. (3)	
02	0.37		16	26	Grv.Con.(d)(20) Sub	4	Li	21	Asp. (3)	HO. (3)	
03	1.17		14 16	1 28-31	Sub	6	Li	3	Sc., water	HO. (10)	i
03 A 04	0.20		16 14	28	Sub	6	App. St Sst	3	Sc., water	HO. (10) HO. (2) HO. (11)	i
05	6.55		14	24	Sub	6	App. St	š	Asp. (10)		İ
06 07	2.97 2.72		16 14, 16	26 32	Qrz Li S Con. (6, 15)	4 3	Qrs App. St	3	Sc., water	HO (10), Glu	
08	1.28		14	28	S Con. (6, 15)	! 6	! <b></b>	1	Asp. (10)	1. ( ) 110.(8)	1
09 10	0.52		16 16	32 32	App. St	3	Li App. St	3	Sc., water	HO. (4)	
11	4.70	l	8	30	App. St. Grv.Con.(h)(16)	5	Br. (19)	4	!		
	0.40		16	l	Sc. Grv. Con(h) (16)	5	Br. (19)	4			
12	1.24		16	26	Sc.Grv.Con.(h)	5	App. St	3	Asp. (10)		i
	0.15		16	26	(16)			1			!
12A	1.51		16	30	(16)	<b>.</b>	F Con. (15)	7P		Sc., T. (17) T. (17)	1
13	0.19	l	16	28	App. St	6	TrApp. St	3	Asp		i
14 15	7.24		16 14-18	24 24	App. St. Sub.6, App. St. 2 S Con. (d) (10). S Con. (h) (1, 16)	6	1	ļ <u>.</u>		Sc., T. (17)	
16	3.03		16-45 14-16	30-45 26-30	S Con. (h)(1, 16) S Con. (h)(1, 16)	41	Br. (25)	<b>.</b>		T. (17)	1
	1.04		14	1 26	Sub	6	Li	3	Asp. (10)		ì
17	0.51 5.61		16 14	26 26	S Con. (d) (8). Sub. 6, "Set. 2"	8	Grn. Blk.	3	Sc., water	HO. (10)	-
18	6.79	·	16	1 30	Cem. Grv.	3 6	Com. Grv	3	Sc., water	HO. (10) HO(10)T.(16)	
19	3.80		14	28	S Con. (d)(6) App. St		Tr	ءَ ``ا	Asp. (10)		1

			Costs	ļ		7			Prese	NT PAVEMENT	1	
	Per square yard of pavement	Per mile of 16'- 26' highway	Total	State's share	Date of con- tract	Per cent completed	Date of acceptance	Year resurfaced	Miles	Туре	County	Highway No.
72 88 43	0.554 1.279 1.222	17,590 17,915 17,380 13,400	\$25,636 52 24,630 25	\$12,818 26 15,009 56	4/25/12 7/ 1/14		10/28/14 2/10/15				Renas	981 981
72 88 43	1.249	20.205	50,266 77	28,827 92					ļ	Oiled	Renss. {	981 981
89	0.612	19,670 10,760	131,774 91	102,659 64	6/11/12 4/24/12	100	12/24/13			Oiled	Dela	982
24 06	0.968	10,890 13,250	25,289 34 27,554 14	102,659 64 10,552 83 19,012 36	4/24/12 6/22/12	100 100	9/16/13	1915	2.07	Bit. Mac	Dela Frank	984
64 27	1.357	20,120 23,685	82,879 02	54,003 32	0/20/12		12/ 7/14	• • • • •	•••••	• • • • • • • • • • • • • • • • • • • •	Frank	*985
18 09	0.861	19,865 19,015	15,572 98	12,458 38	10/17/12	100	8/26/15	••••		••••••	Frank	985
27 19 09	1.357 0.951	19,930 25,110 21,290 20,440	98,452 00	66,461 60		••••	<b></b>	••••		Oiled	Frank.	985 985
30 59	0.523	13,370 11,390	es 007 to	144 700 E1	1/ 7/15 6/13/12	100	11/ 4/14			Oiled	Otsego	986 987
35 49	1.385	18,085	65,927 52 5,519 93	44,700 51 2,759 97	4/25/12 4/24/12	100 100	1/18/13 1/20/13	••••			Nassau Erie	988 989
.05	1.930	24,335 26,125	94,878 82	26,747 08	- 1							990
.56 .67	0.773	23,380 12,020	35,912 57 57,799 97 24,779 29	11,612 51 28,899 98 12,389 64	4/24/12 4/24/13	100 100	1/ 8/13 1/ 7/15	••••			Erie	991
.81	0.963	9.710	11,764 85	5 889 49	4/19/12 4/25/12	100	12/10/12 1/ 8/13	• • • • • • • • • • • • • • • • • • •			Wayne	992 993
.02 .64	0.921	12 585	40 127 20	20,068 65 37,770 69	4/25/12 4/29/12	100 100	12/19/13 9/25/13	••••		Oiled	Wayne Cortl'd	1995
.97 13	0.845	15,000 11,270 16,830	59,953 47 23,129 80 102,520 25	20,068 65 37,770 69 13,646 58 72,956 48	4/29/12 4/29/12 6/13/12	100				Oiled	Cortl'd	996
27 93	0.760	15,300 11,910	95,567 60 73,282 36		4/25/12 4/23/13	100	12/19/13			Oiled	Greene Schuy	998
32 32	0.407	9.299 8,574	52,023 36 60,555 81	51,627 96 32,774 72 41,177 95	4/24/12 2/20/14	100	1/26/14 12/28/14				Steuben. Steuben.	100
.77 32	1.100	12,479			2/20/13	100	12/20/11	••••		,	Steuben.	100
.77	1.10	19,313 19,313	112,579 17	73,952 67	4 (07 (40	••••	0/10/15	••••	••••	{	Steuben	1000
50	1,126	9,060 14,060	59,471 33	34,036 93	4/27/12	100	8/10/15	••••		09.1	Tomp	1001
37 73	0 957	13,515 11,535	34,454 59	17,909 82	4/29/12	100	1/20/13		· • • • • •	Oiled		1002
.17 .20	0.727 0.847	12,090 16,130 11,410 9,350	14,173 49 3,226 72 48,466 62 54,017 97	7,653 68 2,129 63	6/15/12 6/10/14	100 100	10/27/14 10/29/14	• • • • · · ·		Oiled	Tomp	100
.02 75	0.714	11,410 9,350	48,466 62 54 017 97	2,129 63 28,582 08 39,433 12	6/15/12 7/20/12	100 100	11/ 4/14 6/ 2/14	• • • • • · ·		Oiled Oiled Oiled Oiled	Tomp	100
97 46	0.110	14,150 15,620	42,018 56	21,009 28 15,802 82	6/13/12 4/29/12	100	7/23/13 11/20/12	• • • • • •			Dutch	100
.12	0.871	14,210	31,605 <b>65</b> 16,886 18	11,820 33	4/19/12	100	12/12/12	•••••			Clinton	100
53 98	0.881	12,570 14,440	6,631 17 16,062 59	3,315 58 8,031 30	5/28/12 5/4/12	100	12/ 2/13 9/ 2/13	• • • • • • • • • • • • • • • • • • •		• • • • • • • • • • • • • • • • • • • •	Livings.	100
-66	1,764	22,450	72,637 64	41,403 45	4/24/12	100	7/21/15	• • • • •			Chautau.	101
.40	1.765	23,800	34,108 62	19,745 76	4/24/12	100	5/ 7/15				Chautau	101
		18,310	34,105 62	10,120 10	7/47/12	100	5, 1,10				- man made.	
15	0.465	11,590 14,610	00 014 65	14 500 00	7/10/10	100	10/20/10				Chautan	101
19	1.506	14,610 17,645 18,550	22,316 96 3,339 75	14,506 02 2,438 02	7/16/15 4/27/12	100	10/30/16 1/ 8/13			Oiled	Chautau. Chem	101
.00	0.930	115.930	1,484 22 110,100 22	2,438 02 1,098 32 52,831 67	4/24/12 6/14/12	100	7/24/12 12/ 6/14			Oiled	Chem West	101
.40	2.084	25,620	137,717 53	68.385 61	4/25/12	100	3/25/14			Oiled	i	101
65	1.495	13,200 20,100 34,770				100	2/ 5/15			Oiled		101
.01	0.878	14.048	92,275 14	62,105 05	3/16/14						1	1
5 79 3 42	0.952	11,200 14,190 14,220	77,202 23 59,877 02	35,601 11 29,938 51	4 26 12 6 24 12		12/17/12 10/ 1/13			Oiled	Suffolk	

### APPENDIX A — COUNTY HIGHWAYS JANUARY 1.

- 1	Mr	LES	*			Mati	eriale Used	m (	CONSTRUCTION	1	Pa vo-
		म्	pavement	dway	BOTTOM			170	P		•
Highway No.	Accepted	Under contract	Width of pav	Width of roadway	Kind	Thickness	Kind	Thickness	Binder	Surfacing	Square yards
1020 1021	4.61		14-103	191-28	Li	3	Li	3	Asp. (7)		37
1021A 1021	3.52		14 14	20-24 20-24	Li App. St App. St	Av.4 Av.4	App. St App. St	3	Asp. (7) Asp. (10) Asp. (10)		3
1021A	,		[ 14	26	Sc. Grv. Con.	<u>'</u>				!	
1022	3.18		14	ı	(d) (13) Sc. Grv. Con. (d) (13)	6	1	 l	` 	Sn. T. (17)	1
1023 1024	6.36 0.77		14 16-30	24	Sub Grv. Con. (16)		Gn Br. (32)	3	Asp. (8)		5
1025			16	26	Li. or Sv	3	Li. or Sy.	3	Asp. (1)		1 7
1026		3.99	16	26-30	Li. or Sy Grv.Con(d)(14)	5.	Re (15)	4			3
1027 1028		4.34	10 16	28	F Con. (c) (16). Set	4	FCon(b)16)	2-P			1 3
1020	4.16		14	1 26	Sub	6	FCon(b)16) App. St Set	3	Asp. (10)+		3
1030	1.20		16-56	32-59	Grv.Con(h)(13) Grn	5	Grn	0		T. (16), HO.	1
1031 1032	4.01		12, 16 14–16				Grn	3	Asp. (1)	CH HO (S)	1
1002	1.01		16	32	Sub	6	Gen	3	Asp. (1)	GIG. 110. (0).	•
1033			20-45	30-54	8 Con. (d) (9)	5	Br. (9) Br. (9)	- 4			1
1004	1 0.60		9-19		8 Con. (d) (9)	5	Br. (9)	4	(7)		١,
1034 1035	0.53		16 14	28-32	Slag	5	Li Li	3	Asp. (1)		
1035A	1 2 60	1	16	32	SCon.(d)(11,13)	5	Br. (4),(15)	4	200p. (10)		
1036	3.77	1	14	1 25	114	: 4	Li	3	Rock Asp		. :
1037 1037 A			16-30 16	30-32	Grv. Con. (1). 8 Con. (d) (16).	1 5	Br. (32) Br	- 4			'
1038	2.89		16	1 28	Li	3	I.i	3	Asp. (7)		! :
	. U.12	1	34	34	Grv.Con (h)(13)	1 5	Br. (14)	4			
039	1.20		14 14-16		Grv.Con (h) (13)	1 8		• • • •	<u> </u>	T. (17)	,
1040	0.49		14-10	26	Grv.Con (h) (13)	1 4	Li Li	3	Asp. (1)	1. (1.)	
1041	6.07		14	1 20	L4	4	Li	2	Asp. (1), (7)		1
1042 1043	4.24		4, 16 16	20 40	Li	4	Li	2	Авр. (7)	T (17) Ger	, ;
1044	6.19		18	1 28	S Con. (3)	1 8	Br. (17)	4		1. (11), (11)	
	0.44		16	36	App. St	4	Br. (17) Li	2	Asp. (1)		
1045 1046		5.13	16 14	32	Li	3	Li	3	Asp. (1) Asp. (1), (7)	HO. (2)	
1020	1.22		28	28	Grv. 9. Grv.	١, ١	······	1		1	
				-	Con. (h)(1) 5.	14	Br. (3)	4		.	:
	0.06		34	34	Grv. 9, Grv.		Med. Blk	١.		İ	
1047	1.47		16-28	28-30	S Con. (d) (1) S Con. (d) (1) Grv. 9, Grv. Con. (h) (1) 5 Grv. 9, Grv. Con. (h) (1) 6 Con. (h) (1) 6	1 **	Med. Dik			i	
					Con. (h)(1) 6.	18	i			Asp. (19)	
	0.35		24	24	Grv. 9, Grv. Con. (h)(1) 7	16		l	1	T (17)	
1048	3.87	l	16				Com Cor			Sn. HO. (9)	
1049	0.51		40	40	Cem. Grv Grv.Con (h) (10)		Br. (22)	1 4			
1050	1.58		16, 24	24, 32	Del I	1 3	<u> </u>	1 3	Asp. (1)		
1051	0.04		16	28	Dol. Li	! }	Tr	}	Asp. (2), MM.		
	0.30		16	28	Sub. 6, Dol. I i. 2	1 8	Tr	į	Asp. (2), MM.		
1052	} · i · i i i i i i i i i i i i i i i i		14	22-26	App. St	1 5		1	Asp. (2), M.M.		:
1002	0.54		14	26	Grv.Con. (h)(10) Li Dol. Li Dol. Li Sub. 6, Dol. Li. 5 App. St. Gin. S' Gin. 2' (Old Mac.) (Old Mac.) Grv.Con. (h)(1)	10	Gn	8	HČ. T. (17)		•
1053	1.45		16	30	(Old Mac.)	J	Asp. Bl	1 3			1
1054	( 0.01		16	30	(Old Mac.)	1	Set	3	Sc. water		<b>'</b> 3
1055		3.88	14	24	orag.	1	٠,٠	1	water	1	,
1056								J			
1057	· · · · · · ·					J	.		.		
1058 1059	• • • • • • • • • • • • • • • • • • • •					1		1		1	

<sup>\*</sup> See is oy counties. † Changed from original plans.

f			Coers			4		· P	RESERVE	Pavement		
Edulyment to mineral	Per square yard of pavement	Per mile of 16'- 26' highway	Total	State's share	tract	Per cent completed	Date of accept- ance	Year resurfaced	Miles	Туре	County	Highway No.
3.08	0.921	12,670 140 14,905 15,045	\$53,636 38 3,406 80 47,998 00 51,404 80	2,473 91 35,231 35	6/12/12 2/20/14	100	12/30/13 7/ 7/13 1/ 8/15			Oiled	Lewis Warren Warren War-	1020 *102 102 102 102
1.51	0.871	11,890	36,281 05	19,954 58	6/12/12	100	8/ 8/13			l <b></b>	Madison.	102
3.D4	0.724 1.881 1.009 2.176 1.457 0.828 0.763 0.872 0.955	13,250 12,430 28,359 16,010 28,800 20,450 13,140 12,640 16,590 14,530 12,280	73,608 95 30,969 40 124,136 81 115,000 00 67,700 00 18,262 55 48,889 12 22,804 22 50,342 23 64,250 46	9,749 27 8,99,309 50 74,750 00 9,44,005 00 11,870 66 11,870 66 11,778 25 8,10,530 00 13,246 40	6/13/12 6/11/12 5/10/15 7/21/16 6/17/12 6/11/12 6/15/12 6/12/12	100 100 100 18 100 100 100 100	7/ 2/15 6/24/14 8/17/15 			Oiled Oiled Oiled	Warren. Cattar. Hamilt. Chaut Chaut Schenec. Schenec. Living St. Law.	102: 102: 102: 102: 102: 102: 103: 103: 103:
2.02 0 34	1.966	13,110 28,215	54,473 70	13,819 23	6/14/12		12/16/13			ļ	St. Law.	103
4.20 2.27	0.985	28,215 28,205 14,020	54,135 24	35,187 92 39,650 00 }			12/30/13	ļ		Oiled	Erie	103 103
0.53 3.33 1.38 0.40 2.90 0.29	1.559	29,890 28,345 19,880 23,500 49,184 16,630 24,200	68,968 77 34 109 44	7 44,829 70 1 12,183 98 2 13,291 35	6/ 3/12	100 100 100 100	12/ 4/14 7/ 5/14 2/ 2/16				Erie Erie Erie	103 103 103 103 103
1.06 8. <b>63</b>	0.803	10,340	129,790 42	81,366 57	6/11/12	100	10/10/13	1916	2.61	2" Bit Mac	Onon	103
0.49 5.31 3.81 1.31 0.19 0.84 5.13	0.955 0.850 0.805 0.955 2.295 0.767 0.787	16,280 14,490 11,580 15,140 32,610 7,18,240 7,10,860 8,14,465	7,976 66 81,934 47 45,805 44 18,646 64 21,451 77	7 53,257 41 8 29,773 56 5 12,120 32 7 13,200 82 0 36,985 00	6/17/12	100 100 100	9/—/13 1/26/14 9/26/13	1916		Oiled Oiled 24" Bit. Mac.	Onon Onon Onon	104 104 104 104
2.72	1.98	36,630	h		1	i		1	İ	İ		
0.13 2. <b>0</b> 2	1.32	42,735 23,840	3 135.878 0	1 48,339 47	6/ 4/12	100	1/22/13	3¦		·	Oswego.	10
0.68 3.87 1.12 1.70	0.93	7 24,280 12,575 8 42,010 3 13,110 0 18,305	51,600 00 38,895 0	33,540 00 5,623 51 9,738 76	6/12/12 7/ 2/12 6/12/12	100	2/16/1: 0 12/ 2/1:	3		· · · · · · · · · · · · · · · · · · ·	Suffolk Renss Renss	10 10 10
0.0	1.68	0 18,305 3 20,585 3 18,235	25,658 9	5 14,338 29	5/28/14	100	1/13/1	5		.,	. Dutches	10
				1		:	1	1	1			1
1.4	1.37 5 1.60	4 14,085 4 18,785 0 21,205	30,852 4	1 20,054 07	8/27/13	100	4/27/14	4		  -	. West	
v.u	1 1.02	0 15,690 1 13,720	11 (	0 31,395 00	1/ 7/18	53	s	.		.	. Genesee	10
	<b> </b>										Genesce Wyom Wyom Wyom Wayne	*10 *10 *10
	0 1 6	0 02									Wayne. Wayne. Chaut.	1.10

## APPENDIX A — COUNTY HIGHWAYS JANUARY 1.

	M	LES	4	_		MATI	ERIALS USED	IN (	CONSTRUCTION		٩
		벟	Je Ber	dwa	воттом			TO	)P		51
Highway No.	Accepted	Under contract	Width of pavement	Width of rosdway	Kind	Thickness	Kind	Thickness	Binder	Surfacing	Square yards of pave-
1062	1.59		14	30	S. Con. (e) (16).	6 P.	Br. (3)	4			20.3
1063	2.55		16 14	32 32	Grv.Con.(g)(14) Li		Br Li	4	Sc., water		24,1 20 3
1064	2.48 1.55		14	32	SI	5	Li		Sc., water	1	12.7
1065	1.67	1	16	32 32	Grv.Con.(g)(14)	5	Br. (22) F. Con	4			15.6 46.2
066		{ 4.92 1.48	16 16–30	30-32	S Con. (d,g) (16)	5	Br	4	(14, 22, 15)		16.1
	4.00	( 0.18	16	22	S Con.(d,g) (16) S Con.(d)(5,15)	16	St. Blk Br. (9, 22,	5	[ <b>.</b>		1 5
067	4.08		16-28	28	S Con.(a)(5,15)	"	32) Li	4	<b></b>		40.ā
068	3.12 0.32		14	26	Ļi	4	Li	2 2	Sc., water Asp. (1)		25.6 3.1
069 070	0.32 1.68		16 14-16	26-32	Li	1 4	App. St		Sc., water	Glu. HO	14.2
071	1.99		14	26	Grv. Sub., Grv. Con. (h) (10).		1	1		1 1	14 2
		1.44	14	96	Con. (h) (10). Li	6	i.i	21	Asp	1.(10,17)Grv.	16,3 11,8
072		{ 0.62	14	26	Li	5	Li	2	AspAsp		5,1
	İ	1.00	14 29	1 26	Grv. 0. Ll. 5		Li Br. (18)				8,2 2.5
		0.15 4.73	16	24-28	S Con. (1, 10) Li	5	Li	2	Asp. Asp. Asp. Asp.		2,5 44,2 13,7
073		1.67	14	28	Li	31	Li	2	Asp		13.7
		0.23	16	30	Li	2	Li Li	29	Asp		3.6
		0.45	14 16-35		S Con. (1,2,6,9).	5	Br. (18)	4			7.3
074		1.09	16	24	Sub	6	F. Con. (1.		!		10.2
		0.24	16	28			2, 6, 9) F. Con. (1	ס			
		0.24	10			ļ	2,6,9)	6			2.2
		0.06	16		Old Mac	<u>.</u> ا	Br. (18)	4	Sc., water		43.2
)75 )76	5.25	4.29	14 14		SubSub	5	Li	3	Sc., water	Ca. Cl	35.3 35.7
777	4.72	1.20	14	26	Sub	5	[Li	3	Sc., water	Ca. Cl	38.7
178					Fld	٠	Li		Sc., water	Ca. Cl	33.4
079 080 081	0.94	4.07	14 16	26-32	Lo. St	3	Lo. St		So water	1	8,8
081	1 2.73	[ <b></b>	12	24	Orz	4	Ors	3	Sc., water	H.O. (10) .	19.2
082	0.61 1.48		12 Varies.	Variar	Sub. 6, Qrs. 3 S Con. (d) (10).	9	Örs Br. (23, 26)	3	Sc., water	E. O. (10)	25.3
004	0.23		16	26	Sub	16	Grv	2	Sc., water		2.1
083	0.57		21-35	21-35	S Con. (d) (9)	5	Br. (26)				10.9
084 085	0.97		30-40	20-40	Gry.Con.(g), 14)	5	Br. (9)	4			15.0
086	0.60		30	30	S Con. (d) (1)	5	Med. Blk	6			10.9 30.4
087 088	2.77	امنين ا	16-32 16	32	Grv.Con.(g)(14)	1 5	Br. (9) Br. (22)	4			4.
UBB		{ 0.50 1.03	16	32	S Con. (d) (11). Slag	5	Li	3	Sc., water		
<b>)89</b>	10.76		12-16	<b>24</b> -28	Sub	6	Dol	3	T. (17)		77
090	3.40 0.95		14 14	26	Sub		Sy	3	Asp. (7)		27.
091	( 0.93	::::::		20		l			T. (17). Asp. (7). Asp. (7).		
092	0.51		27-38	38	S Con. (d) (3,	5	Bitu	2			7.9
093	l I 0.28		36	36	5, 10)	5	Br. (32)	4	<i></i>	l	7.6
094			38	38	Grv. Con. (d)						26.5
	١			•	(13, 14)	5	Br. (10, 21)	5		}	20.4
095	1.12		28	30	Grv. Con. (d) (3) Grv. Con. (d) (13, 14) Grv. Con. (d) (8, 13)	5	Br. (10)	4			15.3
096	0.51		38	38	Grv. Con. (d) (6, 13)					i	11,6
~~=	0.44	1 1	16	94	(6, 13) Sc.Grv.Con.(d).	5	Br. (14, 22) App. St	11	Asp. (10) MM		4,3
097 098	0.44	4.22	16	20 24	Sub	6	Grn	-3	T. ( )		39.6
.099	[									HC TO	42.0
100	· · · · · ·	4.54	16	26	Grn	6	Grn	3	Sc., water	HC. 1. ( ).	
1101 1102	9.09		12	24	8ub	6	Slag	3	Sc., water		64.1
1103	1 5.00				1		1		<b> </b> .	1	

<sup>\*</sup> See list by counties.

-												
ileage			Costs		'	3		Pı	Resunt	PAVEMENT		
Equivalent 16' mileage	Per aquare yard of pavement	Per mile of 16'- 26' highway	Total	State's share	Date of con- tract	n pe	Date of acceptance	Year resurfaced	Miles	Туре	County	Highway No.
2.16 2.58 2.17 1.35 1.67 4 92 1.73 0.18	2.235	27,120 22,464 15,120 15,120 22,699 23,080 30,730 43,510	53,096 26 58,446 95 55,867 38 38,340 47 173,000 00	23,860 75 29,223 47 36,313 80 24,921 30 106,795 09	11/ 4/14 8/ 4/13	100	3/ 3/14				Chaut Erie Erie Erie	1062 1063 1064 1065 1066
2.73 0.32 1.52	0.821 0.875 0.872	14,770 12,720 12,290	114,200 00 43,083 93 4,069 45 19,489 34	68,185 00 28,004 55 2,645 14 12,668 07	12/11/14 1/30/14 8/12/13 8/12/13	100 100	10/26/16 6/28/15 11/26/13 7/ 7/14		1.26	Oiled	Erie Onon Onon	1067 1068 1069 1070
1.74 1.30 0.54 0.88 0.26	0.845 0.968 1.326 2.411	13,791 21,750 22,910 26,270 29,572	25,318 71 74.000 00	16,457 16 48,100 00	8/ 4/13 6/18/15	100 58	10/15/14				Onon	1071 1072
4 70 1 46 0.21 0.38 0 88	1.073 0.923 0.674 0.475	16,013 15,700 13,274 11,403 28,870	112,200 00	66,040 00	6/18/15	71		 I		·	Оров	1073
1.09	١.	21,490	56,500 00	28,860 00	6/29/15	86	 	·		! ·····	Onon	1074
0.24 0.06 4 60 3 76	0.874	18,365 22,150 13,690 12,550	51,609 69 49,500 00 54,500 00	36,630 00	10/16/14 8/27/15 8/28/15	86	12/10/15 11/ 8/16			Oiled	Cort Tioga Tioga	1075 1076 1077 •1078
3.56 0.94	0.826 0.572	11,250 9,750	42,500 09 9,164 02 37,600 00	6,598 09	10/29/15 8/ 4/13 5/27/15	88 100 100	1/—/14 11/23/16				Tioga Wash Wash	1079 1080 1081
2 70 0 23 1 16	2.144 0.521 2.250	29,388 14,167 36,971	71,786 56 33,929 47	26,932 18 11,559 40	9/19/12 9/15/13	100 100	2/23/14 12/11/14		   		Wash	1082 1083
1.03	2.741 1.848 2.150 0.873	24,304 40,566 22,281 26,900 14,910	l í	9,147 79 28,210 13 19,720 00	8/12/13 8/12/13 8/12/13 9/19/13 7/19/15	100 100 74	1			·	Niagara. Niagara. Niagara. Niagara. Wyom	*1084 1085 1086 1087 1088
2 89	0.899	12,519 14,068 16,420	110,472 57 57,846 35	88,378 05 46,277 08	5/22/14 4/ 4/14	100 100	, 9/23/15  12/18 14 		' <sub>1</sub> I	·····································	Frank Frank Allegany	1089 1090
		35,040	25,097 49	11,881 02	8/22/13	100	1/22/14 r				Lewis	1092
	1	29,312	20,107 62				3/ 3/14		' I	'	Chem	1093
		30,441 31,839	48,049 18	11,705 35 11,602 34			1/ 4/15		ļ 		Chem	1094
1.24 0.44	1.915	31,230 20,450 13,130	29,900 10 8,999 65	5,546 12	10/ 2/13 8/ 1/13 6/17/15	100 100	1/ 4/15 12/—/13			i 	Chem Genesce. Hamilt	1096
		13,050	58,600 00	46,880 00 69,836 00	6/17/15	46	12, 14, 16				Hamilt	*1099 1100 *1101 1102

### ANNUAL REPORT OF THE

### APPENDIX A -- COUNTY HIGHWAYS JANUARY 1.

	Mn	28	*			MAT	BRIALS USE	NI C	Construction	1	D&VO-
		\$	vemer	roadway	BOTTOM			TO	)P		4 Jo 9
Highway No.	Accepted	Under contract	Width of pavement	Width of ro	Kind	Thickness	Kind	Thickness	Binder	Surfacing	Square yards of
1104			10-22 20-44	24-28 26-53	Grv Sc. Grv. Con.	5	Grv	3	Li. Sc., water		24.
1105 1106 1107 1108 1109	0.75 5.09 0.22 2.19 {	1.86 0.20 3.05	54 16 16 16–60 19 14	32 32-60 24 24 26	Grv	5 6 3 4 10 6	Br. (22) Bitu Set Li Set & Grn. Qrs Dol	4 2 3 3 3 3 3 3 3 3	Asp. (10)	T. (—).	8. 23. 48, 2. 26, 15. 1, 24.
1111 1112 1113	0.84 0.30 1.55 2.92 2.87		16-36 14 14 14 14	26-36 26 26	Se. Grv. Con. (d) (10) Lo. St Sub.6", Lo.St.2" Sst Sub. 6", Li. 2".	5 5 8 5 8	BituQrsQrsSst	3 3 3	Sc., water Sc., water Sc., water	Sc.	14. 2. 12. 23.
1114 1115 1115A 1116A 1116	3.01 2.57 } 1.91		16 14 14 14	26 26	Sub. Sub. App. St. Grv., Tr	6 3 10	LiQrsApp. St	3 3 3	Sc., water Asp. (1) Sc., water Sc., water	HO. (7) T. (17)	23, 28, 20, 15,
1117	5.84 ( 0.90	{ 3.05 3.05	16 12 14 22, 24	26 26 26 38 381	App. St	4	App. St App. St App. St	21 21 3	Sc., water T T. (17)		25. 45.
1119 1119A			30	30	8c. Grv. Con.	6	Grn. Blk Br. (23)	4	1		11,
1120	0.51 0.34	<sub> </sub>	†18–25 18–30	25-28 22-30	Se Gry Con	3 5	Tr Br. (32)	3	Cem. Grout Asp. (2)		5
1121	IJ	<b></b>	32 16-32		(d) (8)	5	Grn. Blk				4
1122 1123 1124 1125	2.70 0.51 0.76	1	14 16 16 16 16	24-26 26 32 32	Sc. Grv. Con. (d) (10) Sub	5 6	Br. (32) Sst App. St Br. (4) (32) App. St	3	HO. (10)	Sc. & ! St Sc.	16 22 4 7
1126	0.39		12 12 12 39	26 26	Sub. 6, Grn. 3. Gn.	3	Gn Gn Gn Br. (17)	3 3	Asp. (3). Sc., water. Sc., water. Sc., water.		50 2 1
1127	1.19		16 16	26 26	S Con. (d) (16). App. St Sub	6	App. St	3	Asp. (10)		11
1128 1129 1130 1131 1132 1133	2.45 2.29 4.72		14 14 12-16 12-14 12	24 28 23, 28 24 26	App. St. Sub. Sub. Li. Fld. Sub.	6 3 6	Li Grn Li	3 3	Asp. (7) Asp. (7) Asp. (3) Asp. (11) Asp. (10) Asp. (10) Asp. (7) Asp. (7) Asp. (7) Asp. (70) Asp. (7, 10) Asp. (7, 10)		20 3 18 16 38
1134 1135 1136	1.00 { 0.79 { 0.60   0.90		16, 30 16 16 16	26, 30 32 32 30	S Con. (d) (5) Li Sub. 6", Li. 3 Li	5 3 9 4	Gn Br. (18) App. St App. St Li	3 3 3	Asp. (7)		15
1137 1138	0.36		31, 34 14 14 15	28 28	S Con. (d) (13). Fld., Li. Fld., Li. Grv. Con. (g) (5, 10)	5 4 6	Br. (1)	3 3			
1139 1140	1.38 1.87		16 30 <del>-44</del> }	32	Grv. S Con. (d) (8)	6 5	Br. (17) Br. (4, 14, 34)	3	Авр. (10)	l .	12
1141 1142	3.38 0.73		1 <b>6</b> 16	26-28 32	Sub	6	Crv. Con. (d) (6) F Con. (10)	3	Asp. (7)		32

## 1898 то December 31, 1916 — (Continued)

leage			Совта			-	,	P	resent	PAVEMENT		
Equivalent 16' mileage	Per square yard of pavement	Per mile of 16'- 26' highway	Total	State's share	Data of con- tract	Per cent completed	Date of acceptance	Year resurfaced	Miles	Туре	County	Highway No.
2.63 0.9 <b>0</b>	0.687 1.990	12,033 24,264	} 54,341 20	81,751 99	7/ 7/14	100	12/ 8/15				Steuben.	1104
5.09 0.22 2.84 1.63 0.17	2.700 0.908 0.950 0.961 0.630 0.863	39,585 12,320 15,030 11,300 10,810 13,000	46,944 58 62,707 08 3,306 36 31,323 65 20,800 00	9,107 53 40,759 60 2,149 13 17,425 35 14,976 00	9/17/12 9/17/12 7/28/13 7/31/13 9/ 1/15	28	10/17/13 4/ 3/14 12/17/13 9/ 2/14				Wasn	1105
1.52 0.27	0.816 2.236 0.630	12,000 37,540 12,944	34,600 00 46,144 39 24,329 31	24,220 00 10,280 56 15,814 05	11/ 1/15 2/27/14 3/ 6/14	100 100	1/ 8/15 1/13/15		1	••••••		1110 1111 1112
1.35 2.52	0.768 0.684	14,243	57,989 85	37,693 40	3/11/14		11/30/14				Colum.	1113
2.55 3.01 2.14 1.91	0.684 0.943 0.850 1.207	10,870 13,030 24,170 17,450	46,276 21 41,609 19 30,575 18	30,079 54 24,690 28 19,873 87	8/ 1/14 8/30/13 6/30/14	100 100 100	1/13/15 1/27/15 6/28/15					1115 1115A
3.97 3.03 2.40	0.829 0.943 1.164	20,875 14,830 16,910	68,997 49 3,000 00	42,014 62 32,550 00	9/ 2/13 7/11/16	100 8	2/20/15				Renss Saratoga	1116A 1116 1117
5.17	0.937	15,576	84,520 63	67,616 50	5/15/14	100	1/10/16				Warren.	1118
1.26 0.61 0.71	3.009 2.403 1.196	39,796 34,108 22,778	3,507 72	1,148 87	8/25/13	100	6/26/14				Renss.	1119 1119A
0.54	2.047	30,845	17,029 26	5,004 73	6/18/15	100	12/20/15				Renss	1120
0.46 1.81	2.691 2.094	35,052 29,443	} 63,647 96	21,265 63	8/30/13	100	3/25/15	<b></b>			Reuss	1121
1.24	0.595 0.935 1.747 0.702 0.620	11,411 13,132 24,192 12,763	28,754 18 6,698 73 18,746 82 16,225 18	18,690 22 4,098 04 12,185 43 11,682 13	8/25/13 8/25/13 9/ 6/13 9/10/13	100 100 100 100	6/18/14 6/ 2/14 11/ 4/14 9/ 2/14			Oiled	Renss Renss Eric Seneca	1122 1123 1124 1125
0.29 0.21	0.911	10,660 13,392 10,585	74,048 97	53,315 26	4/ 4/14	100	12/20/15			Oiled	St. Law.	1126
	1.057	34,108 16,030 15,450	36,535 05	14,785 91	9/22/13					Oiled		
0.91 2.14 0.36 2.12 1.72 4.14 1.63 0.79	1.033	14,451 14,705 13,980 11,970 13,630 11,980 35,755 9,560 11,290	13,633 13 33,496 23 5,121 95 25,505 59 25,552 09 53,031 19 51,716 21 14,999 87	10,906 50 21,772 55 3,329 27 16,578 63 16,608 86 34,470 27 16,135 06 9,749 91	9/10/13 8/28/13 8/28/13 8/26/13 8/23/13 9/ 2/13 8/22/13 9/30/13	100 100 100 100 100 100 100	9/12/14 12/ 7/14 12/29/13 10/29/14 10/ 5/14 11/29/14 11/ 4/14 12/23/14			Oiled	Schuy Jeffers Jeffers Jeffers Jeffers Jeffers Jeffers Jeffers	1128 1129 1130 1131 1132 1133 1134 1135
0.90	1.092	14,650 25,090	13,307 80	9,049 30	7/29/14	100	12/18/14				Oswego	1136
0.31 0.88	0.977 1.193	13,660 15,690	20,324 07	10,162 03	2/19/14	100	12/ 8/14				Oswego	1137
0.65 1.37	2.007 0.803	27,835 10,284	18,290 97 16,995 40	12,437 86 11,047 01	9/29/13 5/27/15	100 100	12/12/14 12/15/15				Oswego Ontario	1138 1139
3.76 3.38 0.73	2.083 0.907 0.840	36,000 12,920 15,245	104,573 91 46,220 09 11,208 88	21,678 40 30,043 06 7,285 77	9/29/13 2/24/14 10/ 2/13	100 100 100	10/29/14 12/28/14 11/17/14				Mont Oneida Wayne	1140 1141 1142
1.53	1.027	14,440	21,195 09	12,290 00	3/ 9/14		8/25/14				1	

## APPENDIX A — COUNTY HIGHWAYS JANUARY 1,

	Mr	LES	#			Мат	ERIAIS USE	D IN	CONSTRUCTION	1	
		50	pavement	roadway	воттом			'n	)P		
Auguway 140.	Accepted	Under contract	Width of pa	Width of ro	Kind	Thickness	Kind	Thickness	Binder	Surfacing	٠
44	3.60		<b>∫</b> 16		Sub	6	Li. Grn	3	Asp. (17)		
45	∫ 0.18		\ 16 16	26	Sub		Grn. Li Li	3	Asp. (17)	'	
	0.58		16	30	S Con. (d) (12) S Con. (10)	5	8t. Blk	4	Asp. (1)	'	
46 47	0.18		37 16	37	S Con. (10)	4 5	Br. (32)	4			
48	4.93		14-16	26-32	App. St	3	App. St	3	Sc., water		
49	4.98 1.70		14 12-16	23-32	Sub	6	Li		Sc., water		
50	0.19		12-10	26 26	FldFld		Li	3	Asp. (11)		
	0.92		12-16	20	Li	3	Li	3	Asp. (11) Asp. (11)		
51	0.22 2.43		16 12-16	24-26	S Con. (6, 16) Lo. St	5	Br. (14) Grn. & Set.	3	Aen (7)		
	5.59	. <b></b>	12-16	24	Shub	1 6	Gen Ar Ret	3	Asp. (7)		
52	0.93		12 12	24-22 22-24	Sub. 5, Dol. 2 Dol	7	Dol Dol	8 3	Asp. (7). Asp. (7). Se., water. Sc., water.		
53	0.30		19-47	19-47	S Con.(d)(1.2.9)	5	St. Blk	2			
54	0.97		30-70 14	30-70	S Con.(d)(1,2,9) Set	5	Asp. Blk Set	2	A (10)		
	[ 2.18		16	29	Grv	5	App. St		Asp. (10) Asp. (7)		
55	0.61		28-75	28-75	Grv Sc. Grv. Con. (d) (1, 5)		1			1	
56		0.82	16-34	25-37	Lo. St	48	Br. (14) Li		Asp	• • • • • • • • • • • • • • • • • • • •	
57		13.73		28	Sst	6	Sst. Li	3	Sc., water		1
58 59	6.65	7.76	16 16	28	Sub	6	Lo.St Sat. Li	3	Sc., water	T. (17)	
60	4.96		12-16	26	Sub. Grv.Con. (d)(3)	Ğ	Sst	3	Sc., water		
61 62	0.38	∫ 0.61	40 14	40	Grv.Con. (d)(3)	6-4	Br. (17) App. St	4	Sc., water Sc., water Sc., water Sc., water Sc., water		
		4.55	14	26	Sub.8", Ap.St. 2" App. 8t	15	App. St	3	Sc., water		
63	( 5.03	6.18	14 14-16	26	App. St	10	App. St	3	Sc., water Sc., water Sc., water	T ( )	
	0.14		16	23-32	(Old Mac.)	!	Li	: 3	No water	i	
64	0.22 3.17	. <b></b> .	14-16 14-16	26-32	(Old Mac.) Sub. 6", Li. 3"	9	Li	3	Sc., water		
	0.54		14-10	20-32	Li	5	Li	3	Sc., water Sc., water Sc., water		
	0.08		16	30	S Con. (5, 16) Gra. 6-9, Sy. 3	6	Br. (18)	4			
65	0.59		14 14	28 26	Grn Sy. 3	9-12 8-8	Grn.	3	Asp. (10)		i
	2.37		14, 16	26, 30	Grn	3	Grn	3	Asp. (10)		
66 67	0.30 1.28	· · · · · · ·	16 16	28	Sub	1 6	App. St	3 2	Asp. (10)		
68	∫ 6.01		12-16	26-32	S Con. (d) (10). Gn. or Gr	6	Asp. Blk Gn. or Gr.	3	Sc., water		
69	0.44		16	32	Gn. or Gr	6	Gn. or Gr. Gn. or Gr. Br. (15)	3	So., water		
70	0.44		16 16		S Con.(d) (1, 16)	°	F Con. (5)	6			
71			. <b></b>	. <b>.</b>		l . <b>.</b>		٠٠ <u>٠</u> ٠.	1		٠.
72	0.44 1.71		18-30 14-17	26-30	S Con. (d) (2,8)	6	App. St F Con	6	Asp. (15)MM.2		
73	5.59	<i></i>	14	26	App. St	5	Ann. St	2			
	4.03 5.41		14 14-40	26-40	Sub.6, App.St. 3 Grv. 5; Grv. 4	9	App. St Li St. Blk	2 d	Sc., water	Cln	
74	{ ŏ. io		12	28	S Con(d)(11,16)	5	St. Blk	5	Co., Water		
75	1.82		14-16	96_40	Gry	4	App. St	3 24	Sc., water	Glu	
76	4.67		14-16	24	Sub. 6", Li. 3" App. St Gab.	4	App. St	3	Sc., water  Sc., water  Asp. (10) Asp. (11) Asp. (10, 11) Asp. (10, 11) Asp. (7) Asp. (10) Sc., water Sc., water		
77	5.34		14	24	Gab	4	Coh	3	Asp. (10)		
78 79	3.83 3.49		14 14	26	F!d	8	Grn	3	Asp. (10, 11)	[· • · • · • · • · · · · · · · · · · · ·	
80	4.09		12	04 04	T21.4	6	Grn	3	Asp. (10)		
81	0.48		12 14, 16	26 22	App. StSub	3	App. St	3	Asp. (10)		
82	2.54		14	26, 32	Sub	6	Li	3	Sc., water		
	0.20		16-40	32-40	S Con. (16)	6	Br. (17)	4	l		

<sup>•</sup> See list by counties. † Changed from original plans. § See Highway No. 1166.

mileage			Совтв					Pı	LESENT	Pavement	1	
Equivalent 16' mile	Per square yard of pavement	Per mile of 16'- 26' highway	Total	State's share	Date of con- tract	Per cent completed	Date of acceptance	Year resurfaced	Miles	Туре	County	Highway No.
2.39	0.848	13,230	<b>50,926</b> 58	33,102 28	2/20/14	100	11/17/14				Oneida	1144
1.21 0.18 0.58	1.181	15,890 19,150 39,800	28,614 38	14,307 19	12/14/14	100	12/28/15				Опоп	1145
0.40 0.20 3.64	2.819 0.996	32,063 15,900 8,590	14,620 38 3,167 42 72,518 29	2,875 08 2,407 24 47,136 89	4/10/14 1/30/14 4/ 3/14	100 100 100	11/18/14 7/20/14 12/ 8/15	    		Oiled Oiled	Albany Otsego Jeffers	1146 1147 1148
4.36 1.47 0.14 0.84	1.026   1 0.859   1	8,790 13,520 13,520 11,950	33,210 00 33,210 00	21,586 50 21,586 50	5/13/14 5/13/14		12/26/14 12/26/14		•••••		Jeffers Jeffers	1149 1150
0.22 2.09 4.46	0.876   1	30,890 11,790 12,690	93,275 17	60,628 86	5/15/14	100	12/28/14	!			Jeffers	1151
4.46 0.70 0.19	0.612 1	14,375	14,758 34	9,592 92	12/14/14	100	2/16/16		• • • • • •		Colum	1152
0.66 2.25	2.903   3 2.053   2	34,220 26,240	70,651 42	15,177 04	9/ 2/15	100	11/ 8/16		• • • • • •		Niagara.	1153
0.78 2.18	0.826   1	12,295 13,444	10,030 83	6,520 04	6/18/15	100						1154
1.29	1.984 2	23,127	60,701 46	28,570 38	3/ 6/14		12/21/14	<sub>ا</sub>	• • • • • •		Wyom	1155
0.95 13.73 6.68 7.76 3.90	0.787   1	18,500 12,350 8,070 14,250 11,290	18,300 00 174,950 00 54,584 78 104,100 00 48,778 65 31,400 00 71,100 00	7,050 00 97,565 00 35,480 11 65,390 00 34,145 05	7/20/16 10/16/14 4/16/15 6/12/15 6/29/14	40 97 100 82 100	11/14/16				Oneida Oneida Oneida Madison	1156 1157 1158 1159 1160
0.53	i .016 i	6.110	31,400 00 71,100 00	6,955 00 43,940 00	10/19/14 9/ 1/15	100 31	6/16/16				Broome. Dutchess	1161 1162
3.99 5.42	0.868 1 0.818 1	14,720 18,680	106,950 00	66,105 00	9/ 2/15	13					Dutchess	1163
4.43 0.14 0.23 2.95 0.47	0.318 0.844 0.552 0.715	8,260 5,705 10,640 7,900 9,430	69,994 97	45,496 73	5/14/14	100	9/11/15		•••••		Jeffers	1164
0.08 0.52 0.43 2.21	1.090 1 0.740 1	00,743 15,791 15,884 13,283	47,508 83	30,880 74	8/19/14							1165
0.30 1.28 4.67 0.44	1.990 2 0.675 1	29,650 24,250 11,279 14,680	17,075 11 31,076 77 66,355 23	11,098 82 20,199 90 47,775 76	8/19/14 4/ 2/14 4/ 2/14	100 100				Oiled	1	1166 1167 1168
0.61 0.44	1.890  2	6,145 5,458	16,327 41 6,937 89	10,612 82 4,995 28	4/ 3/14 1/11/15	100 100	11/17/14 0/ 2/15	<b></b> . ,			Chautau Cattarau	1169 1170
0.62 1.43	1.525	8,339	33,068 28	17,210 16	5/21/14	100	1/ 8/15				Chen Schenec.	*1171 1172
1.43 4.89 3.53 4.79	1.040 1	4,918 1,325 12,615	103,845 94	67,289 36	5/16/14							1173
0.07 0.02	3.148 '3	4,520 5,100 2,515	76,912 42	49,391 62	5/13/14	100	12/22/15				Сауцда	1174
1.62 4.20 4.65 3.36 3.04 3.07 0.36	1.346   1 0.921   1 0.788   1 0.837   1 0.971   1 1.018   1	19,445 17,525 13,672 13,487 11,940 15,150 29,910 8,240	33,258 77 66,753 50 56,217 59 47,115 69 37,715 55 51,122 75	21,618 20 54,737 87 46,094 59 38,634 87 30,172 44 40,898 20	6/30/14 5/22/14 4/15/15 5/14/14 5/15/14 5/15/14 8/19/14	100 100 100 100 100 100 100	6/21/15 11/18/15 1/10/16 1/ 7/15 12/17/14 8/10/15 11/30/14				Cayuga . Essex Essex Franklin Franklin Jeffers	1175 1176 1177 1178 1179 1180
2.22	0.638 2.633	9.020 27.750	78,015 56	46,693 10	6/12/14	- 1						1182

### APPENDIX A -- COUNTY HIGHWAYS JANUARY 1,

	Mo	LIES	*			MAT	erials Usei	DIN (	Construction		
,		벌	Tempor	roadway	BOTTOM			70	P	ı	7
Highway No.	Accepted	Under contract	Width of pavemen	Width of ros	Kind	Thiokness	Kind	Thickness	Binder	Surfacing	Bounts varde
188	1.16		14	24-26	Lo. St	4	Imp. St	3			
184 185	4.17		16 14 <b>-4</b> 2	26-50	App. St Sub Sub. 8", App.St.,	9	Li App. St	3 3	Sc., water Asp. (10)	•,••••••••••••••••••••••••••••••••••••	3
186	0.92		16	ľ	<b>4</b>	10	Set	3	Asp. (10)	·,	
	0.21 2.88		16 10-16	28 26	Grv	6	Set	8	Asp. (10) Sc., water	T (17), Sa	1
1187	0.97		6 10	26	(Shoulders) Grv (Shoulders) Grv.Con.(d)(15)	6	App. St	3	Asp. (10)	T (17), Sn T (17), Sn	
188	0.89		6 16-50	16-50	(Shoulders) Grv.Con.(d)(15)	5	App. 8t Br. (2)	3 4	Sc., water	. T (17), Sta	1
189	2.38	1 4.98	14 12				Li	3 3	Sc., water Sc., water Sc., water	Asp. (17)	i 3
190	( 1.11	{ 4.98 1.36	12 12	22 24	Sub. 6, Li. 4	10	Li		Sc., water Sc., water	. Li	
191		!	12 12	24 26	. <b>.</b>		Li Sy. & Gn F. Con. (a),	2 3	Sc., water Asp. (10)		4
1192	5.68		121	26		¦	F. Con. (a),	6			4
	0.05 2.18	:	12 12	26 26	8 Con. (10)	5	Br. (17)	AL D		1	1
193	0.81		16 12		S Con	a	F Con. (10)	6 P			
194	ll 6.56	1	12-16	26	Sub	- 6	App. St	3	Asp. (10)		4
195 1196	1.14		16-30	26-80	App. St Grv. Con. (d)	5	App. St Br. (14, 22)	4	HO (10)	· · · · · · · · · · · · · · · · · · ·	1
1196 1197			14 16	28 32	Sub. 6, Grv. 6 Grn	12 3	Imp. Li Grn	3	Asp. (10) HO (10) Sc., water Asp. (10) Asp. (10)	. HC.T (17)	1
	^ O.49		12, 16 16	26	Sub Tr	4		3	Авр. (10) Авр. (10)		
1198	1		163	26		• • • •	F Con. (9)	6		1	9
199	1.03		14 16	22 32	8 Con. (8)	3 6	Br. (23)	3		l)	2
200 1201	3.38		10-14 16	24 30	Bub	8	Li	1 3	Sc., water		-
202	0.18		16 164	30 30	Grv	6	F Con. (14) F Con. (14) F Con. (13.	6			
203			16	28			14) F Con. (2,	6-P		•,	
204	0.80		164	39	Lo		10, 14) Lo	6-P	Aen (7)		13
205 206	5.18		12-16 16	26-30	8ub		Li	3	Asp. (7) Sc., water		57 14
207	∫ 1.28		16-25	23-37	8 Con. (d) (3, 6)	5	Br. (31)	4	Se., water		
208 209		9.57	6 16	32	(On shoulders)		Li(17)	6			٠,
	0.27	{:	16 17	<b>.</b>	8 Con. (d) (2,12)		Br. (18) Br. (18) Br. (22)	4			:
210	1 5.53		27, 36 12,14	27, 36 26	Grv.Con.(d)(11) Sub	6	[ <b>La</b>	3	Sc., water		41
211	1 0.27		16-50 16	26-50 32	Sub S Con. (d) (3) Fld. 6, Li. 5	o	Br. (22)	3	Asp. (11)		
1212 1213	5.38		16 16	32-00	8 Con. (i) (15)	6	Li	8-10	ļ		
1214		5.90	16	32	i		F Con. (1.	P	1		
1215	4.16		12-16	24-26	  Sub	6	2, 5, 15). Lo. St	7	Sc., water		31. 17.
216 1217	1.87		16 12	28	SubSub	6	Tá	3	Sc., water		22.
218 1219	1.27 4.69		16 16			<b>.</b>	App. St F Con. (5). F Con. (5)	6			13.
220	6.70	( 0.32	16	26	Lo. St. Sub. 6", Gn. 2". Sub. 8", Gn. 2". Gn.	4	Lo. St	3	Sc., water Sc., water Sc., water Sc., water Sc., water Asp. (2) Asp. (2) Asp. (2)		6
1221	l. <b>.</b>	0.32 0.28 1.95	14 14 14	28 28	Sub. 8", Gn. 2".	10	Gn	3	Asp. (2)		15.

<sup>\*</sup> See list by counties. † Changed from original plans.

							<del></del>					
loug			Costs			-		P	r <b>med</b> nt	PAVEMENT		
Equivalent 16' mileage	Per square yard of pavement	Per mile of 16'- 26' highway	Total	State's share	Date of con- tract	Per cent completed	Date of acceptance	Year resurfaced	Miles	Туре	County	Highway No.
1.02 1.77 3.94	0.731	12,148 10,555 12,075	12,823 06 18,489 30 48,683 26	8,384 99 12,018 04 30,303 12	6/10/14 5/11/14 5/28/14	100 100 100	12/29/14 10/27/14 1/ 4/15	. <b></b>		Oiled	Saratoga Albany Wayne	1183 1184 1185
0.94 0.21	1.080	16,401 15,838	18,829 09	12,238 91	5/15/14	100	12/15/15				Ulster	1186
1.84 1.04 0.61 0.36	0.324 0.158 0.465	6.260 4,695 7,584	23,181 90	15,068 24	6/17/14	100	9/15/15			Oiled	Monroe.	1187
1.18 2.07	1.905	6,019 23,830 12,290	51,193 08	29,089 40	6/10/14	100	1/ 4/15			Oiled	Tomp	1188
3.74 1.02	0.850	20,745	79,800 00	52,068 00	10/19/14	78				•••••	Tomp	1189
0.84 0.03	0.673 0.233	12,127 7,997	11,770 89	9,416 71	6/10/14	100	2/15/15	¦		Oiled	Schuyler	1190
4.77		12,860	68,909 36	57,883 86	6/25/14	100	11/20/15				Lewis	1191
4.38 0.05	2.860	13,049 30,321	68,105 56	57,416 89	6/29/14	100	10/20/15			••••••	Lewis	1192
1.67 0.31 0.12 4.96	1.108 1.108 2.672 0.864	14,705 14,705 29,385 12,415	104,915 20	88,126 88	6/29/14	100	12,126,116	 	 		Lewis	1193
0.39 1.28 1.65 1.06 0.56 0.53	0.930 1.957 0.570 0.796	15,180 29,305 9,670 11,025 11,756 22,768	5,953 71 36,468 56 16,833 66 19,303 09	2,976 85 15,726 04 10,941 88 12,547 01	6/27/14 6/27/14 6/30/14 7/23/14	100 100 100 100	11/ 8/14 8/17/ <b>16</b> 8/24/15 12/14/14		• • • • • • • • • • • • • • • • • • •	Oiled	Renss Chem Ontario. Jeffers	1194 1195 1196 1197
0. <b>63</b> 0.11	1.090	24,832 20,074	28,065 10	18,242 31	7/ 9/14	100	1/ 7/16	• • • • • •			Albany	1198
1.03 2.74 0.47 0.18	2.490 0.939 0.872	29,244 15,585 12,400 14,071	30,228 51 45,916 30 8,225 56	15,114 25 31,223 08 5,346 61	7/10/14 10/21/14 10/16/14	100 100 100	4/ 5/15 11/13/15 12/ 3/15	   		Oiled	Albany Steuben. Nassau	1199 1200 1201
4.46	0.911	10,890	49,330 59	32,064 88	7/ 9/14	100						1202
1.62 0.80 4.01 1.50 1.30 0.46	0.902 0.812 1.125 2.060	13,333 12,000 12,819 14,290 32,700	21,523 40 9,752 50 57,778 32 24,744 20 35,434 50	13,990 21 4,876 25 39,289 26 16,083 73 22,564 76	7/ 9/14 7/14/14 7/29/14 7/31/14 7/29/14	100 100 100 100 100	12/ 7/15 1/ 4/15 11/13/15 4/12/15 9/30/15			Oiled	Nassau Clinton Yates Suffolk West	1203 1204 1205 1206 1207
9.57 0. <b>30</b>	1.458 2.024	17,710 22, <b>425</b>	139,100 00 15,148 61	88,140 00 3,553 89	7/29/14 7/17/15	1 100			l . <b>.</b>	· · · · · · · · · · · · · · · · · · ·	Suffolk	1208 1209
0.28 0.94	2.090	24 602	78,653 90	39,819 96		100	1/10/16	i		Oiled		1210
4.99 2.83 0.27	1.842	11,437 26,545 22,925	76,617 58	22,669 59	10/19/14	100	1/10/16				Seneca	1211
5.42	2.172	23,770	137,366 93	89,288 50	11/ 2/12	100	1/25/16				Erie	1212
6.23	0.992	12,230	91,434 26	59,432 27	' '	100	7/20/16	ļ			Erie	1213
1.11 4.70 6.70 0.29	0.508 0.578 0.567 0.890 0.883 0.542 1.072	17,780 9,910 7,690 9,340 10,590 9,333 10,452 21,560 22,210 21,560	107,100 00 36,810 34 14,618 98 27,109 32 13,785 15 44,676 32 70,417 84 53,900 00	69,615 00 29,448 27 10,233 28 18,976 52 8,960 35 29,039 61 45,771 60 35,035 00	12/14/14 12/14/14 12/14/14	100	10/19/16 12/30/15 8/17/16 1/25/16 1/25/16 12/18/16	1		Oiled Oiled	Suffolk	1214 1215 1216 1217 1218 1219 1220

# Appendix A — County Highways January 1,

	Mı	LES			1	Мат	erials Usei	D IN	Construction	•	
		늉	pavement	roadway	BOTTOM			TC	)P	]	100
Highway No.	Accepted	Under contract	Width of par	Width of ros	Kind	Thickness	Kind	Thiokness	Binder	Surfacing	
	{ 0.08		16		Sub. 6", St. 2".	8	App. St	3		 	
223	0.14	¦	14-16 6	26-32	App. St	3	App. St	3	1	1	
223	0.83		14	24	Sub. 6. App.St.4	10	App. St	! 3	Sc., water	HO	4
224	3 5.63 0.22		14 14	23. 24	ADD. DL		App. St Dol	' 3 ' 3	Sc. water		1
	5.32		14-16	26	Dol. Dol	4	Dol	3	Sc., water	m (47)	1
225 226	2.86 2.40		9	21	Sub	6	Set Grn.QrsGn	3	Sc., water Sc., water Sc., water	T. (17)	i
327		4.60	14	32			FCon(2,10)	6-P	ġ		4
228 229		5.13 2.80	14 14	22-24	Sub	4 6	Lo. St	3	Sc., water		. 1
	0.30	<i></i>	14	26	Ors. Sub.	3	Qrs	3	Sc., water		3
230	3.11 1.16		14 16	26 28	Sub	6	Ors. Ors. F Con. (10)	ALP	Sc., water		. 1
	0.38		16, 15	28		5	Grn. Blk	5	Sc., water Sc., water Sc., water Sc., water		
231	( 0 63		16-47	16-47	Grv. Con. (d)	• • • •		, · • • ·			
	11	ì			[_ (11)	5	Br. (18)	4			
232	0.48		∫ 8}	32	Grv. Con. (d)	5	Br. (18)	4	l		
	1		7	32	Grv	ĕ	App. St Li		Sc., water		
233 1234	4.98	0.99	14 12, 20		V - St		Lo. Li	3	Sc., water	CaCl	3
	{ 1.77	<b>1 </b>	14	28	Sub	6	Set., Dol	3	Sc., water	T. (17)	1
235	1.67		14 14	26-28	Sub. 6 St. 2	- 8 5	Set., Dol Set., Dol	: 3	Sc., water Sc., water	T. (17)	1
236	∫ 1.82		16	26-40	Li	5	Li	3	Sc., water Sc., water	Ca. Cl	. 1
	0.05		16 20	32-38	Sub. St. 2. App. St Li. Sc. Grv. Con.	8	Li	3	Sc., water	Ca. Cl	
237	1)		20	04-20	(d) (10) Sc. Grv. Con.	5	Br. (22)	4	ļ		
	0.07		20-40	32-40	Sc. Grv. Con.	5	St. Blk	6	. <b></b>	!	
1 <b>23</b> 8	1.03		16-35	28-384	(d) (10) Grv. Con.(d)(8)	5	Br. (3) F Con. (a)	4			1
1239	0.67		16-48	26-60	Grv	6	F Con. (a)	6-P			
	0.01		16-42	26-36	Grv	6	(8) F Con. (a)	_			
	0.87		30	ŀ	Grv. Con. (d)		(8)	7			
240	]]			1	(1. 3. 8. 12)	5	Br. (22)	4			1
DIU	0.04		16	28	Grv. Con. (d) (1, 3, 8, 12)	5.8	Br (22)	. 4	 		
241	2.30		14	24	Sub Lo. St	Ĝ	Br. (22) Li	3			1
242	1	3.88	14-16 16	26-30	Lo. St	4	Lo. St Lo. St	3	Asp. (11)		•
210		1 0.04	10	98	In St		Lo. St	3	Asp. (11)		3
243	5.35	0.52	10 16	1 28	(Shoulders) Li		Lo. St	3	Sc., water Asp. (11) Asp. (11) Sc., water Sc., water Sc., water Sc., water Asp. (7) Asp. (11)		3
	0.06		14	26	Sub	7	Li	<b>' 3</b>	Sc., water		11
244 245	5.21	1	14 14	26	Grv. 6. Grv. 3	9	App. St	3	Sc., water	Ca. Cl.	Į.
246	∫ 4.45		12, 15	24, 26	Sub	6	SI .	∤ 3	Asp. (11)		31
247	2.26		14-83 16	24–33	S Con. (d) (5) Grv	5 5	Br. (22)	4 2	å	C. Cl	32
248 249	3.96		16	26-32	Grv	5	Li	3	Sc., water	Ča. Či.	3
249 250	2.18	5.50	16-17 12		Lo. St	5 A	Li App. St	3	Sc., water	Ca. Cl.	3
	1.72		12	24	Gn	3	Gn	3	Asp. (11) Sc., water Sc., water Sc., water Asp. (11) Asp. (7) Asp. (7) Asp. (7) Asp. (7) Asp. (11) Asp. (11) Asp. (11)		12
251	0.07		12, 13	24	Old Mac., Gn. 1 Sub	1	Gn Gn	3	Asp. (7)		13
	1.37	1	12	24	Sub. 6. Gn. 2	š	Gn	. 3	Asp. (7)	,	5
252	· · · · · · ·	8.94 2.47	10 10	24-30	Sub. 12, Sy. 4	14	Gn	2	Asp. ( )		14
253	6.05		9-12	24-28	Sub	6	Lo. St. F Con.(16).	3	Asp. (11)		41
254 255		4.43	14-16 14		Sub. 6, St. 2	ن	F Con.(16).	6	Asp		11-
256		14.05 { 7.44 0.32	14	28	Sub	6	App. St Li	, 3	Asp Asp		61.
	i .	0.32	14	1 28	Sub	Q	Li	. 3	Ann	I	•

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ileng			Costs			8		Pı	RESENT	PAVEMENT		
Equivalent 16' milenge	Per square yard of pavement	Per mile of 16'- 26' highway	Total	State's share	Date of con- tract	Per cent completed	Date of acceptance	Year resurfaced	Miles	Туре	County	Highway No.
0.0%	0.805	19,080 15,100	4,292 97	3,426 37	3/29/15	100	7/24/15				Frank	1222
0.29	0.167 1.139	19, <b>940</b> 17,210	83,100 00	59,832 00	5/24/15	63					Wash	1223
4.93 0.19	0.339	5.595	43,778 92	31,520 82	1/ 8/15	100	1/10/16			Oiled	Wash	1224
4.72 1.61 1.35 4.03 4.48 2.80 0.26	0.662 1.094 0.604 0.675		21,097 18 17,367 85 78,900 00 84,900 00 34,600 00	13,713 17 11,288 45 51,285 00 67,920 00 22,490 00	7/16/15 7/16/15 6/16/15 7/20/15 4/16/15	100 100 20 61 83	10/19/16 10/19/16				Jeffers Jeffers Jeffers Warren Albany	1225 1226 1227 1228 1229
2.73 1.16 0.37	0.547 1.000	10,240 14,595 34,765	64,066 52	41,623 24	3/29/15	100	1/10/16		••••	Oiled	Colum	1230 •1231
0.72	1 OER	24,215	<i>\</i>			••••				• • • • • • • • • • • • • • • • • • •	Schuyler	1231
0.75		)	28,055 19	20,342 05	7/17/15	100	2/ 8/16			Oiled	Schuyler.	1232
0.21 0.86 3.86 1.55	0.617 0.704 0.605 0.603	24,215 12,595 12,573 11,270 13,270	11,600 00 48,896 62	9,280 00 88,269 73	6/10/16 5/ 7/15		12/12/16				Schuyler. Scho	1233 1234
1.44° 1.64	0.753 0. <b>686</b>	14,680	70,300 00	45,695 00	8/25/15		1/ 3/17		· • • • • • •		Dutchess	1235
1.84 0.04	0.714	10,540 12,950	20,624 34	13,405 82	4/20/15	100	11/ 4/15				Monroe.	1236
		23,790 31,720	21,508 84	10,734 76	3/29/15	100	9/ 1/15				Monroe.	1237
1.87	1.990	30,547	48,023 10	15,823 51	5/ <b>26</b> /15	100	12/15/15				Broome.	1238
0.68	1.120	18,711	13,366 68	8,662 34	6/18/15	100	12/28/15				Broome.	1239
0.01	1.340	20,777	{									
١ .		35,430	52,200 00	12,664 84	7/19/15	190	2/ 6/17				Broome.	1240
0.04 2.01	0.550	36,310 10,855	23,269 72	15,125 32	6/18/15	100	8/24/16				Broome.	1241
3.62 0.04 0.33	0.832	16,690 15,990 15,050	69,000 00	51,060 00	5/25/15	45			· • • • • •		Greene	1242
0.33	0.492	12,800	61,000 00	41,480 00	4/15/15	100	1/18/17				Oswego	1243
4.56 3.20 3.37	0.753	12,120 9,870 12,419	53,678 00 33,122 88 37,548 68	36 501 04	4/16/15 4/15/15 4/15/15	100 100 100	9/13/16 11/24/15 1/10/16				Oswego Oswego Allegany	1244 1245 1246
2.51 3.50 3.96	1.830 0.782 0.855	20,954 13,274 12,655	47,459 82 52,000 00	30,848 23 32,760 00	5/ 7/15 5/14/15	100 100	12/3/15 1/30/17				Livings Livings	1247 1248
2.17 4.13 1.29	0.714	19,030 9,925	19,197 18 90,000 00		6/ 7/15 4/21/15	63	12/20/15				Livings Franklin	1249 1250
0.05 1.31 1.03	0.589	10.340	42,100 86	33,680 69	4/16/15	100	1/10/16				Franklin	1251
5. <b>60</b> 1. <b>54</b>	0.809	11,805 14,900 21,170	3	110,160 00	5/12/15	48					Franklin	1252
3.45 4.31 17.79 6.51 0.28	0.831 1.105 1.006 0.925	13,420 18,830 13,290 13,236 16,044	11 108,200 00	40,300 00 46,080 00 120,900 00 109,330 00	11/16/15 5/12/15 6/12/16 10/30/16	100 74	1/30/17		•••••		Jeffers Cattarau Jeffers Jeffers	1253 1254 1255 1256

## Appendix A — County Highways January 1.

	Mn	LES	*		:	Mat	ERIALS USE		COMMITTER		i
d		t g	pevement	of roadway	BOTTOM			T	)P	-	•
HIGHWAY NO.	Accepted	Under contract	Width of pa	Width of ro	Kind	Thickness	Kind	Thickness	Binder	Surfacing	1
257		1.32	12 16	28	Li	3 5	Li St. Blk	3 5			
		0.17	16	28-32	8 Con. (9)	5		J	<u>.</u>	T.( )	
258		5.01	14	25	5UD	9 5	App. St	3 2	Sc., water	T. ( )	1
259 260		4.00	12 12	24	Sub	. 5	App. St	1 2	Asp. (7)	1	•
		[ 0.97]	16-40	28-54	Sub		Br. (22)	4		.	
261		0.52 5.14	24 14	24	Sub. 6, Li. 3	6	Br. (23) App. St	4 3	Asp. (7)		1
262	£ 4.58		14-16	26-30	Li	. š	III.	3	Asp. (10)		
	0.49		14	26	Sub. 6, Li. 3	9	LiFCon(a)(9)	3 61-P	Asp. (10)		
263	1.38		16 12	24	Sub	9	Lo. St	3	Sc., water	HO (10)	•
2 <b>64</b>		8.87 0.22	12	20-24	Sub Sub	6	App. St	3	Asp. (7)		•
265	1 4.50	0.22	12 1 <b>4</b>	20-24	Sub	9	App. St Dol	3	Asp. (10)	HO (10)	
	0.98		14	26	Dol	i 3	Dol	3	Asp. (10)		
266	3.09	( 4 93	10-18	26 25-32	SubSlag	6 5	Gn Slag	3	Sc., water	. <b>T</b> . ( )	1
267		4.23 2.76	10-16 10-16	25-32	Grv. (Shoulders)	5	Slag	3	Sc., water	. T. ( )	ł
268	4.40	l	2 14-16	94-39	(Shoulders)		Slag	3	Sc. water	CaCL	•
	0.72		16	32	Sing		Li. F Con.(16).	7			•
269	4.63	· · · · · · ·	14 14	າ ?A	1		F Con.(16). App. St	6-P	Sc. water		
270	7.69		12-27	22-80	SISubSubSub	6	Sat	3	Asp. (10)		
271	\		12	22	Bridge	6	Set App. St	3	Asp. (10)		
271 272		11.40 5.15	14-16 14	22-82	Sub	6	App. St	3	Asp. (10)		ļ
		\ 0.69	14	20-28	Sub. Sub. Sub. Sub.	8	App. St Set	3	Asp. (10)		
273 274	2.50	10.50	12-16 16	24-26	Sub	6	F Con. (3)	6-P	Asp. (11)		
		( 2.00	14-18				F Con.(16).	6			
275	l	0.60 1.05	20-25 14-20	32 26_32	Slag	5	F Con.(16). App. St	61 3	Sc., water		
		0.21	28-40	28-44	Slag	6	Br. (14)	4			i
276	0.97 0.26		16 16-46	30	Grv	5	Li Br. (19)	3	Asp. (10)	T. ( ) T. ( ) T. ( ) CaCl.	ļ
277	1.52		†30-73	t30-73	Sc. Grv. Con.	_	1			i	
278		8.63	10-12	30-33	(d) (3)	5 6	Br. (10)	3	Sc. water	HO (10) Ca. Cl. Ca. Cl. Ca. Cl. Ca. Cl.	
	( 2.84	8.03	10-12	26	Grv. Lo. 6, App. St. 2	8	ADD. OL	3	Sc., water		
279	0.24		16 16	20	TO. 0, APP. DE. 2	8	App. St	3	Asp. (11)		
280	0.33	5.76	14-16	26	Sub. 6. Lo. St. 2	8	Lo. St	3	Sc., water	. HO (10)	
181	8.39		10			5 5	App. St	3	Sc., water	Ca. Cl	
282 283	4 54		16 12-16	22-32	SlagLo. StLo. St	5	Li	3	Se., water	. Ca. Cl	
284	6.05		10	82	Lo. St	4	Lo. St Lo. St	3	Sc., water	. Ca. Cl	
285 286	3.31		14 15-16	26 26	App. St.	4	App. St	3	Asp. (10)		
287	7.75		14-16	26-28	Sub	7	App. St	3	Asp. (11)		
288 289	5.11		14 30-46	26 30-48	Lo. St. App. St. Sub. Fld. Grv.Con.(d) (h)	5 5	Br. (1)	3	Asp. (10)		
390	1.53	::::::	12	32	JURY	5	Li		Sc., water	Ca Cl	
291	·····	$\left\{ \begin{array}{c} 2.68 \\ 0.57 \end{array} \right.$	16 16	24 24		··· j	F Con. (1) Li	6-P	Sc., water Sc., water Sc., water	T.()	
292	3.42		14	26	SubFld	5	81	3	Sc., water		:
293	1.801		16	32 32	Fld	5	Li	3	Asp. (10)	Ca. Cl.	
294	( 0.88		16 16	24-28	Tr.	4	Tr	3	T. (17)	Sc., HO.	
295	0.37		16	32	Tr. Old Mac. Lo. 8, App. St. 2	·iö	T-	3	Aen (17)	Sc., HU	
296	0.77		16 16	32	Lo. 8, App. St. 2		Tr F Con.(15).	8-P			
297	0.81		16	26			FCon(7,16)	6			1
98	2.74	0.93	9-16 16	26 32	8 Con.(e) )7, 16) 8 Con.(d, e)(15) Fld	6	Br. (9) Br. (15) Li	1			
99	0.67		9-14	00	ma 3	6	7 .	3	A-m (10)	1	

ilcage		Совтв			78		P	rbsent	PAVEMENT		
Equivalent 16' milcage	Per square yard of pavement Per mile of 16'-26' highway	Total	State's share	Date of contract	Per cent completed	Date of acceptance	Year resurfaced	Miles	Туре	County	Highway No.
1.33 0.17 0.32	0.575 9,97 4.153 43,55 0.653 10,70	0  } 24.400 00	12,200 00	5/ 8/15	92					Herk	1257
4.39 2.99 5.78 1.56	0.811 17,01 0.810 15,15 0.858 13,26	0 78,800 00 0 49,100 00 0 118,300 00	63,040 00 39,280 00 73,840 00	5/13/15 5/ 7/15 5/11/15	45 96 98					Hamil Allegany Allegany	1258 1259 1260
0.81	1.975 24,11 2.767 32,37	90,440 00	54,792 00	6/12/15	94				•••••	St. Law.	1261
4.21 0.43	0.745 10,04 0.995 12,39	111	35,353 76	5/22/15	100	1/12/16	<b>.</b>			St. Law.	1262
1.39 7.09	1.133 15,86 0.846 13.17	5 127,600 93	91,859 17	5/ 7/15	100	10/30/16			•••••	St. Law.	1263
6.64 0.17	1.030 15.51	0		5/11/15	83		! . <b></b>			St. Law.	1264
3.94 0.85 2.41	0.759 10,18 0.759 10,18 0.791 13,36	5 (	36,638 08	7/23/15		11/ 8/16	•	•••••		St. Law.	126 <sub>5</sub>
2.81 2.05	0.766 13,42 0.643 12,27	5 35,541 36 0 81,000 00		5/27/15 7/23/15	31	11/ 9/16				Wyom	1267
0.71 3.97	0.365 0.668 11,38	.11	30.632 52	5/24/15		12/18/16				Genesee.	1268
		90,000 00	'	6/ 3/15		12/18/16				Cattarau	126 <sub>9</sub>
5.92	0.681 11,78	-   ]	66,745 47	5/24/15	100	10/19/16				Dela	1270
10.02	0.489 0.851 16,85	166,000 00	141,556 00	5/25/15	80					Dela	$127_{1}$ $127_{2}$
4.50 0.60 2.16	0.841 17,45 0.936 18,35 0.740 11,49	0 }		5/24/15 6/18/15	56 100	1/27/16				Dela	
10.50	1 163 14 38	DI 152 100 00	98,865 00	6/12/15	53					Suffolk	127 <sub>3</sub> 127 <sub>4</sub>
0.86 0.92	1.042 17,66 1.085 18,06 0.806 15,44	5   10,000 00	46,008 00	5/24/15	95		ļ. <b></b>	<b> </b>		Cattarau	1275
0.49 0.97 0.62	2.117 27,75 0.703 12,59 1.871 23,55	0   0   26,193 75	10,982 16	6/ 2/15	100	6/13/16			•••••	Ontario	1276
3.29 5.69	1.740 23,77 0.657 10,21	68,159 54 72,900 00	18,696 46 47,385 00	5/24/15 5/25/15	100 79	12/15/15				Ontario Ontario	1277 1278
		37,700 00	24,505 00	6/11/15	100	12/18/16				Albany	1279
5.08 5.24 1.51 4.54 3.78 2.90 0.52	0.501 11,18 0.805 11,92 0.837 12,66 0.801 10,92 0.508 8,46 0.670 11,38 0.790 10,60	79,296 22 1 19,697 31 0 43,400 00 0 42,091 86 0 35,087 99	51,542 54 12,803 25 28,210 00	6/11/15 6/ 9/15 6/ 8/15 6/25/15 6/17/15 6/10/15 6/12/15	100 100 100	12/26/16 12/8/15 11/29/16 12/26/16 12/6/16 1/18/16				Albany Monroe. Monroe. Monroe. Monroe. Essex	1280 1281 1282 1283 1284 1285 1286
4.47 0.67 1.15 2.68 0.56	0.709 9,56 1.834 26,15 0.750 10,77 1.102 16,42	. 83,540 00 5 44,672 20 6 17,249 40 7 17,126 63 0 \ 55,200 00	55,284 00 30,377 10 4,741 46 11,132 31	6/ 9/15 6/ 9/15 7/17/15 7/16/15 7/16/15	100 100 100 100 89	1/ 9/17				Oswego Oswego Erie Monroe Suffolk	1287 1288 1289 1290 1291
2.99 1.80 1.38 0.88	1.175 17,11 0.625 10,97 0.652 10,03 0.730 10,18 0.853 17,40	2  18,440 00 4  14,411 56	11,896 00	7/13/15 6/18/15 7/16/15	100	12/28/15 2/ 9/16 12/ 3/15				Steuben. Orleans Ontario.	*1292 1293 1294
0.36 1.70	0.126 10,48 1.025 18,92	0  } 49,200 00	31,980 00	7/16/15	100	1/30/17				Rock	1295
0.78 0.81 1.85	1.000 15,33 1.042 20,51	0 13,693 64 0 1 85,800 00	8,900 87 55,770 00	7/20/15 7/17/15	100 100	10/26/16 2/ 6/17				Chautau. Chautau.	1296 1297
0.93	2.197 31,35 2.130 27,51 0.807 12,17 0.786 11 98	28,000 00 0 20,470 23	16,900 00 17,189 53	7/20/15 7/16/15	92 100	12/28/15				Chautau. Lewis	1298 1299

## APPENDIX A - COUNTY HIGHWAYS JANUARY 1,

	Mı	LES	*			Мат	erials Used	IN	Construction		
á		ec act	pavemen	roadway	BOTTOM			T	OP	1	!
Highway No.	Accepted	Under contract	Width of pa	Width of ro	Kind	Thickness	Kind	Thickness	Binder	Surfacing	
300		8.03 0.79	9-14 9-14	26 26	Fld Fld S Con. (d) (10,	6	Fld	3	Asp. (10) Asp. (10)		
301	0.59		16–36 16	32-39	13, 19)	5	Bitu F Con. (a) (10,13,19)	2			. •
200	{ <b>L</b>	10 88	14	94	Lo. St	6	(10,13,19)	.6 3	So water		1
302 303	2.52	12.66	14 14	26	Li.		Li	3	Sc., water Sc., water		٠.
304		1.17	16	32 - 38	S Con. (e) (5)	5	Br. (15) F Con. (20)	4			.!
305		1.16	16	24-32	100000		F Con. (20)	7			
200		4.22	16 14	24-32	Co	iز··ا	F Con. (20)	6	Aen		ı
306		5.59 0.13	14 14	24-28	Lo. St.	5	Gn	3	Sc., water	CO. ( )	
307		0.71	14	26-28	Old Tel	J	Ann St	3	T		.1
		1.18	14	26-28	Gn. Lo. St. Old Tel. App. St. Lo. St.	5	App. St Lo. St	3	T		
308		0.85 1.30	16 16	26-28	Sub. 8", Lo. 2".	5 10	Lo. St	3	Asp		1
309		5.79	16	26-28	Gn.	5	Gn	3	Asp		
		0.84	16	26-28	Gn. Sub. 8", Gn. 2". Fld. or Qst.	10	GnLi	3	Asp		1
310		4.02	12			5	Li	3	Sc., water		1
311 312		6.87 6.81	14 14-16	24-28	Fld	6	Li Lo	3	Asp. ( )		1
V12		4.17	14-10	26	Fld. Fld. Li. Fld. 8°, Li. 2°. Sub.	8	Li	3	Sc., water		ě
313		2.52	14-16	26-28	Li	5	Li	3	Sc., water		i
214		0.23 5.37	14 14	26	Fid. 8 Li. 2	10	Li	3	Sc., Water		1
314 315	7	0.96	16	32	DuD.	. •	Li F Con. (19)		DC., WALCE		í
	[{:::::	7.04	16	32-40	*****	::::	F Con. (19)				
316					0.00	٠٠. ا	!		Asp. Sc., water T Asp. Asp. Asp. Asp. Asp. () Sc., water Sc., water Sc., water Sc., water Sc., water Sc., water Sc., water Sc., water Sc., water Sc., water		•
317		<b>0.74 6.17</b>	16-30 14	26-30	S Con.(20)	5	Bitu Li	2	Asp. (10)		ı
011		1.09	16-42	26-42	S Con (20)	5	Br. (3)	4			
	0.11		16	32	Sub	7	Am	2			1
318	0.13		16 16-18	32	Sub App. 8t S Con. (i) (5)	6 5	Am Am	2			
919	0.56		18-24	20-02	6 COD. III IO	5	Br. (19)	4	1		i
320	2.75		14	24	Sub. Lo. St	6	Lo. St	3	Sc., water	CO. (2)	
321		8.34 7.29	14-16 12	24-32	Lo. St.	5	Li	3	Sc., water. Sc., water. Sc., water. Asp. (10). Asp. (10). T. (17). T. (17). Asp. (10). Asp. (11). Asp. Asp. Asp. Asp. Asp. Asp. Sc., water.	OHIO III	
322 323		7.29 5 4.10	12 14	26	Fld., Gn.,	5	Slag	8	Asp. (10)		
		0.52	14	26	Sub.	8	Gn Lo. St	3	Asp. (10)		
324		3.02	<b>§ 14</b>	26	Sub. Lo. St. Sub.8', Lo.St.2'	4	Lo. St	3	T. (17)		
325		2.81	14	24 26	Sub.8', Lo.St.2'	10	Lo. St	3	Acc (17)		
328 326	0.19	2.01	16	26-32	Fld Sub.	1 8	App. St	3	Asp. (11)		;
327		0.85	14	28	Sub. Gry. 6", Li. 5"	11	'Li	2	Asp		
200	1	5.21	14 16	40	Ast	5	Li	2	Asp (10)		1
328 329	0.733	3.52	16 16	28-54	S Con. (d)(2)	5	MM2. F Con. (11)	6	лар. (10)		1
<b>948</b>		0.18	40-45	40-45	S Con. (11)	6	Br	4			ì
330		2.48	14	24	App. bt	4	App. St	3	Sc., water	•	ļ
331 332	4.27	ازغ نهن ا	14 14-16	26 20	App. St.	3	App. St Lo. St	3	I.C. T. (17)		
<b>33</b> 2		{ 6.54 1.23	14-10	26	Lo. St.	6	Lo. St	3	Sc., water T. (17) LC. T. (17) LC. T. (17) Sc., water Sc., water		1
333		9.14	14	20-02	COMME.	5	Ann St	3	Sc., water	T	,
334A		1.85	16	26-32	Sl.,	5	App. St F Con	8 8P	Sc., water	1.	
334B		1.33	16 1 <del>6-44</del>	26-32 32-44			F Con	Av.			
OO-\$13		1.12	.0 22					6		- 7 Y	
335	l	₹ 4.31	14	28	Slag.	5	App. St	3	Sc., water	T. ( /	
	1	0.29	16-25 14	28-38	Slag. S Con. (d) (20) Grv. 6", Slag 5". Slag	16	Br. (9)	4	Sc., water	т	
336		{ 0.99 4.20	14 14	28-32	Slag 5".	11 5	Slag		Sc., water	Ť	
	( 0.77	1.20	16	22	8 Con (d) (20)	5	Li. MM2.	2			
337	0.77 1.72	l	12-16	26-32	Slag Old Mac	5	Li	3	Sc., water	Ca.Cl	
	0.42		16	32	Old Mac	···:	Li	3	Sc., water	Cs.Ci	
338	0.35		16 16	30	Lo. St. Sub. 6, Lo St. 2.	4	Lo. St Lo. St	3	Sc., water Sc., water		
	1 4.01	'	10	- 00	DOWNERS OF ANY MAY A						

## · STATE COMMISSIONER OF HIGHWAYS

leage			Costs			P		Pi	RESENT	PAVEMENT		
Equivalent 16' mileage	Per square yard of pavement	Per mile of 16'- 26' highway	Total	State's share	Date of con- tract	Per cent completed	Date of acceptance	Year resurfaced	Miles	Туре	County	Highway No.
6.45 0.52	0.947 1.170	14,171 15,863	101,200 00	83,664 00	7/22/15	7	******		******	***************************************	Lewis	1300
0.90	2.200	26,300	33,427 08	17,235 43	7/16/15	100	2/14/16	****	Adres		Lewis	130
0.68 11.09 2.21 1.17 1.16 4.22	1.000 0.760 2.050 1.215	15,980 15,077 9,590 26,953 15,970	165,600 00 21,954 83 31,800 00 84,500 00	124,032 00 16,643 87 20,670 00 60,840 00	7/12/15 7/16/15 8/31/15 8/30/15	21 100 61 76	1/12/16			**.*.*.*******************************	Otsego Otsego Erie Cattarau	130 130 130 130
4.89	0.802	14,350 17,440 14,460	86,700 00	55,445 00	8/31/15	40		****		************	West	130
0.11 0.62 1.06	0.624	16,254	28,600 00	18,590 00	8/31/15	51					West	130
0.85	0 014	15 022	33,700 00	21,905 00	8/31/15	15	******			***********	West	130
1.30 5.79 0.84	0.942	15,835 14,245 15,369	95,300 00	61,945 00	9/ 2/15	11					West	130
3.02 6.03 6.52	0.848 0.908 0.815	16,074 16,406 13,925	54,200 00 105,800 00 87,850 00	68,770 00		91 69 28	********	*****			Chem Chem Dutchess	131 131 131
3.65 2.31 0.20	0.770	12,724 13,456 54,117	84,500 00	54,925 00	8/25/15	35				**********	Dutchess	131
0.20 4.70 0.95 7.04	0.637	12,183 15,440 13,640	63,300 00								Dutchess Niagara	131
0.99		27,965		*****			2424,8444	15.46			Niagara	*131
5.42	1 186	17,172 26,128	155,950 00	82,225 00	11/18/15	58	******				Cayuga .	133
0.11 0.13 1.15 0.73	1.190 1.183 1.437	16,800 16,730 19,120 23,810 13,910	45,158 24	26,372 17	8/31/15	100	10/11/16		, oun		Livings Monroe	131
2.43 7.66 5.50 3.65 0.54		13,910 17,216 16,083 13,605 13,060	37,100 00 129,750 00 91,400 00 59,700 00	80.925 00	8/30/15 8/27/15	100					Schuyler Livings. Allegany West	13: 13: 13: 13:
2.47	0.825	13,344	37,700 00	24,505 00	8/31/13	81					. West	13
0.18	1,029	2 13,164 9 14,750 9 14,041 11,967	33,900 00 2,720 04 68,600 00	1,904 0	11/ 5/13	100	8/21/1	6			. West Madison. Cayuga .	13 13 13
4.57 0.73 3.53 0.48 2.11 3.73	1,481 1.170	10 945	14,796 07 65,600 00		11/18/13	100		6		***********	. Monroe . Orange .	
67.100	H U.OU	0 14,835 0 27,930 7 15,320 7 13,790 6 12,050	35,000 00 54,700 00 82,750 00	35,555 0	10/30/13 0 10/30/13 0 10/30/13	10	1/ 3/1	7			Colum.	13
1.07 7.99 1.88 1.38	0.03	8 11,970 6 11,470 5 12,960 7 17,700	170,000 00	110,500 0 32,175 0	0 12/ 3/1 8/25/1	5 2					Erie	13
2.47 3.76 0.26	1 15	6 19 778	47,600 0 70,900 0	11,895 0 46,085 0	8/24/1 0 12/ 3/1	5 5					Erie	13
0.80	1.39	7 16,320 0 25,740 0 18,365 3 13,827	71,000 0	46,150 0	0 10/25/1	5 1	3			·	. Erie	. 13
1.5	0.87	0 23,272	44,900 0	29,185 0	0 11/ 6/1	5 10	0 1/ 9/1	7			. Monroe	. 13
0.43	0.39	8,893 3 8,410 1 9,140	38,961 0	6 25,323 9	1 11/20/1	5 10	0 11/29/1	6			. Sehenee	13

#### See page 518 for explanation

## APPENDIX A — COUNTY HIGHWAYS JANUARY 1

	M	IL ES	1 2	_		M	ATERIALS U	ED I	n Construction	K.	PAVE
ċ		act	Veme	ed was	воттом			T	OP		
Highway No.	Accepted	Under contract	Width of pavement	Width of roadway	Kind	Thickness	Kind	Thickness	Binder	Surfacing	Square yards of
1339	∫ 0.27		16	26	Sc. Grv.†	5	Li	3	Sc., water Sc., water	Ca.Cl	2,
340	0.14		16	26	Ц	5	ш	3	Sc., water	Ca.Cl	1,
341 342		0.35	16	26	Tr	4	Tr	3	Asp	**********	3,
		{ 4.71 0.53 3.00	16 16	24-26 27-28		*****	F Con. (1). Tr	6 3			44
343 844 345		3.00	16	28	(200105060600)		F Con	6-P			29 31 52 1
344		3.38	16 16	28		;	F Con	6-P			31,
040	• • • • • • •	{ 5.56 0.18	16	20-28 26-28	Lo. St Sub. 6, Lo.St. 2.	8	Lo. St	3	Asp. (10)		53,
346		5.10	16	24	Sub	6	App. St	3	Sc., water	Ť.( )	
347		4.43	12, 16			6	Sst	21	Asp. ( )		33
348		3.98 4.73	14 14	24-20	Se Gry	6 5	Li	3		C. C.	33 32 38
349 350		3.42	14, 16	28, 32	Sub Se., Grv Lo.St	5	Imp. Li Imp. Li F Con	3		Ca.Cl	29.
351	[	{ 1.72	14	28-32	Ši	ei.	F Con	6-P	Carlo Charles and		14,
352		0.33 9.63	14 12-16	28-32	Sub	6	Li Lo. St	3	Sc., water Sc., water	Ca.Cl	69 69
-		( 0.51	16	32	Sub		F Con. (1.		Dog water	Os.OI	
353		1	امما		11100000	1	F Con. (1, 2, 19) F Con. (1, 2, 19)	7-P			4,
		1.89	22	32-44		• • • • • •	2 10)	71-P		1	24,
354		5.55	14	26			F Con. (6).	7-P			45,
355											
356 357		4.87	16	26	Sub	6	A 04		Sc., water	T 7 3	45,
358 I		8.26	16		Sub	6	App. St Fld	3	Sc., water	T. { }	77,
359							<u></u>			T. ( )	
360 361	• • • • • • •	6.54	12 14	24-26	Sub Sub Grv. 6, Li. 3	6	Li	3	Sc., water	m ) (	46, 33,
301		{ 4.11 1.54	14	26 26	Grv. 6. Li. 3	9	Li Li	3	Sc., water Sc., water	<del>1</del> :{ }:::::	13,
362											
363 364		∫ 1.38	14	98	Ann St	···;	App. 8t		T		···ii·
		1 4.64	14	26	App. St Sub Li	6	App. St	3	T. ( ) T. ( ) Sc., water		11, 38, 3,
365		0.37	14	26	Ļi	4	Li	3	Sc., water		3,
366		2.02 5.16	14 12–16	26	Li Sub		Li Li	3	Asp. ( )		16,
		1.72	12-40	21-43	Sub	8	Li	3	Sc., water Asp. (10) (2) Sc., water Sc., water		37, 14,
367	1.72		16	28-34	SlLo. StLi.	5	Li	3	Sc., water	Ca.Cl	16. 12,
368 369	• • • • • • •	2.08 2.00	10 10	24 24	Lo. St		Imp. Li Li	3	Sc., water		11,
370											
371		0.88	16	28	S Con (9)	6	Br. (10)	4		 	8,
372 373		3.23 2.73	14 16–32	28-32	Sc. Grv	6	Imp. St F Con. (3). Li App. St	6-P		CT. ( )	26, 29, 8,
373 374		0.91	16	28	Sub	9	Li	3	Sc., water	T	8,
375		1.10	16	28	Sub	6	App. St	3	Asp. ( )		10,
376 377		3.74		26	Sub		ŗid	3	Sc., water	Ť	30,
- [		[ 1.19]	30-38	30-38	Sub S Con	- 5 J	Br	4		T	25,0
378	• • • • • • • •	1.46	16	26	Sub	5	Ļi	3	Asp		13,8
379		1.49	14 30	24 30	Sub S Con	5	LiBr	4	Sc., water	OS.UI	13.
380		3.11	16-30	30-32	S Con S Con	6	BrBr	4	50., water		29,
381		2.54 3.90	10-16	26-30 24-38			F Con F Con	6-P 6-P			19,8 23,0
381		0.90	10	41-38		::::  <sup>1</sup>	r Con	6-P			ا,دے
383								- 1			
384											. <b>.</b>
385   386	•••••	• • • • • •		•••••		••••	•••••••				• • • • •
887		0.44	16	32-34	App. St Sub Lo. St	3	App. St Lo. St	3	Asp. (10) Asp		4,1
388		{ 4.23 6.93	12-14 12-14	26-28	Sub	6 1	Lo. St	3	Asp		340 7
- 1	- 1	( 0.93	12-14	20-28	ro. st	3 1	Lo. St	3	Asp Sc., water Sc., water	•••••	56.7
189 .											

<sup>\*</sup> See list by counties. † Changed from original plans.

1898 TO DECEMBER 31, 1916 — (Continued)

8			Corre			<b>ا</b>		P	RESERVE	Pavement		
Equivalent 16' mileage	Per square yard of pavement	Per mile of 16'- 26' highway	Total	State's share	Date of con- tract	Per cent completed	Date of acceptance	Year resurfaced	Miles	Туре	County	2
6.27	0.714	38,490	) \$15,772 28	\$9,217 55	11/11/15	100	8/21/16				Genesce.	12
0.14	0.714	38,490	J				l	1	1	l	West	•18
0.35	1.241	15,290 19,211	5,400 00 \ 99,200 00	3,105 00 64,480 00	11/24/16	••••			ļ		West Nassau	11
4.71				64,480 00	7/17/16	8			ļ·····	· · · · · · · · · · · · · · · · · · ·	Massau	13
0.53 3.00	0.882	18,178 18,015 14,580 12,610 14,400 15,731	40,400 00	26,260 00	7/27/16	8	l	l	l		Nassau Nassau	1:
3.38 5.56	1.059	14,580	40,400 00 50,400 00 73,800 00	26,260 00 32,760 00 47,645 00	7/27/16 8/22/16 4/26/16	8						1
5.56	0.797	12,610	78,800 00	47,645 00	4/26/16						Saratog a	1:
).18 5.10	0.988	15 731	76,700 00	52,156 00	7/13/16		l	l	l	l	Herk	1
9.961			00.000 00	44,480 00 36,704 00	6/19/16	39					Scho	13
3.49	0.584	12,840		36,704 00	6/ 9/16	80 40	<b></b>	ļ			Greene Wyom	111111111111111111111111111111111111111
4.14 3.11	0.835	13,034	48 200 00	81 230 00	6/ 9/16	90 85			::::::	l	LAVIDES.	i
1.50	1.847	14,079 18,788	57,009 00 48,200 00 39,000 00	38,760 00 31,330 00 25,350 00	10/28/16						Livings.	13
29	0.942	14.931	IJ .			19	l		1		Yates	1:
7.45	U.083	12,828	108,000 00	78,440 00	6/10/16	19			l			
).51	1.057	14,044	46,600 00	30,290 00	4/25/16	86					Onon	1:
								i `	ļ	1		
2.61 1.86	1.117	14,607 14,877	75,800 00	57,565 00	7/17/16	8	l	l	l	 	Onon	1:
				,							Opeida	•1
اعدن		::::::		.44.444.44							Oneida	*1 1
.87 .26	0.837	11,136 9,840	55,200 00 81,300 00	35,880 00 52,845 00	6/ 8/16 6/ 8/16	12					Oneida	1 1
	0.000	0,020	51,000 00	02,020 00							Onon	•1
.94		12,970	78,500 00	51,450 00	7/11/16	12					Madison. Madison.	1
3.60 1.25	0.915	12,577 18,515	67,300 00	47,110 00	7/14/16	,					1	1
	1.015	10,010									Mont	1
اا											Herk Greene	•1
.21 1.05	0.863	15,620 14,840	} 82,500 00	61,050 00	6/ 7/16	• • • •					спесие	1
0.32	O SEE	11 990	1 31 400 00	23,236 00	7/11/16	27	<b></b>		[		Greene	1:
1.77	0.789	14,100 12,075 15,076 13,242	2 22 22		0.40.40		ĺ	1	1		Alleg	١.,
1.04 1.54	0.857	12,075	87,200 00	61,200 00	6/10/16	77					vnek	1
.72	0.985	13,242	24,900 00	16,185 00	6/ 7/16	100	1/9/17	1			Monroe.	1:
.30	0.762	14,825 13,656	24,800 00 24,200 00	17.360 00	6/13/16	42					Cort	1
.27	0.776	13,666	24,200 00	16,940 00	6/ 9/16	• • • •					West	•1
.89	2.802	33,077	31,200 00	20,280 00	7/12/16	67					Albany	1
2.83	0.857	33,077 17,867	31,200 00 56,400 00 46,800 00	36,660 00 23,504 67	7/14/16	21	[				Albany Ulster	1
3.16 3.91	1.083	14,649	13,000 00	6,500 00	7/18/16 7/22/16	98					Madison.	i
1.10	1.075	14,070 14,926	16,800 00	8,400 00	7/14/16	31					Fulton	1
ايد:		1									Fulton	•1
3.28 2.73	2 278	27 807	45,500 00	22,750 00	10/28/16	• • • •					ruwn	1
1.48	1.025	13,004 27,897 16,135	120,000 GO	30,586 96	7/11/16				J		Chem	1
.29	0.876	114.736	IJ	0.000.00	8/22/16			1		1	Chatau	1:
1.40 3.12	2.270	20,603 26,854	40,000 00 134,100 00	9,650 00 87,165 00	7/17/16	• • • •					Chatau.	i
2.11	1.268	18,500 19,910	},				1	1	1			
2.46	1.647	19,910	56,100 00	36,465 00	10/31/16						Chatau	1
••••				• • • • • • • • • • • • • • • • • • • •		• • • •			1		Franklin.	•1
••••		l						:::::			Franklin.	
		ļ'									Franklin.	•i
0. <b>44</b>	0.064	14 700		5,112 00	7/14/16	84	· · · · · · · ·				Franklin. St. Law.	*1 1
3.28	0.944	14,738 12,700	7,110 00 3 68,000 00	48.960 00	7/18/16		l	1			St. Law.	li
6.04	0.850	11,820	[], 20	,	-, -, -, -,		1		1	i	GA T -	1
 0 00	1 . 666	18.000	344.999.99	00 700 00	7/10/10	23					St. Law. Monroe.	11
v.36	1.026	15,920 14,730	} 44,200 00	28,730 00	1/12/10	40	l·••••	1	١	1		۱ *

APPENDIX A — COUNTY HIGHWAYS JANUARY 1,

	Mı	LES	#			Мат	erials Used	DI	Construction	
		ract	veme	of roadway	BOTTOM			T	)P	
	Accepted	Under contract	Width of pavement	Width of ro	Kind	Phickness	Kind	Thickness	Binder	Surfacing
_	_ V	D				-		-	-	
91		{ 8.67 4.26	10 10	30-82 Av. 86	Lo. St Lo. St		Li Grn	3	Sc., water	T
)2 )3		{ 4.04 0.37	12-16	26-28	Sc., Grv. (16)	5	ii			
13 14		0.86	16 16 14, 16	32	Quil.		Li F Con.(16).	7	Sc., water	Ca.Ci
95		4.28 2.81 2.91	14, 16 14	26-82 26	SubApp. St Sub	4	ü	3	Sc., water Asp. (10) Sc., water	TCl.
96 97							•••••	••••		
)8 )9	0.24	10.46	16	26 20	App. St. Li Imp. Li	4 5	App. St Li. F Con	8	Asp	
)0 )1		4,89 2.12 7.60	12-14 14	24-28	Imp Ti		F Con	Av.6	gt	C- (I
)2 )3	0.24	7.60 7.94	16 12, 14	04	T:	5	Imp. Li. App. St. Li. Lo. St. Li. Lo. St.	3	Sc., water	T
14		5.62 2.93	12, 14	24, 20	Sub. 6, Lo. St. 2. Sub. 6, Li. 2. Lo. St.	8	Lo. St	3	Sc., water	Ť
)5 )6		3.67	14 12	28	Lo. St.	4	Lo. St	3	Asp. (10)	Ca.Ci
77		{ 2.28 1.69	12 12	24	Grv. Lo. St.		<u> </u>	3	Sc., water	Ca.Cl
8	······	8.13 ∫ 0.62	14 14	26, 28	Lo. St. App. St.	4	Ü	3	Sc., water	CO
19		6.53 0.72	14-40	26 16-43	Sub S Con App. St	5	Li MM-2	3 2	Sc., water	
0		1.76	14,16				App. 8t	3	Asp. (10)	
2  3		0.56 { 1.25 0.79	16 14	28 28	Sub	···;	F Con (8) Li	5 <del>1</del>	Asso. (10)	
4		5.45	14 14	28 28	Set	3	Li. F Con Li.	2 <del>1</del> 7-P	Asp. (10)	
5		3.95 2.63	12, 16 14	33 26	Li	5	Li Li	3	Sc., water	Ca.Cl
17		8.12	10-14	24-26	Sub(Shoulders)	6	LiLo. StStSt. Blk	3	So. water	
8	······	{ 0.21 0.34	14 14	24 24	Sub	5	St. Blk F Con	5-P		
19		2.35 0.82 3.01	14 14	26, 28 24	Lo. St.	, K	F Con F Con (11). Lo. St	6-P	Sc., water	Ť
10 21		3.01 7.20 ∫ 2.78	14 14	26 20-26	Sub 6. App.St.2	6	Lo. St Imp. Li	8	Sc., water	Ca.Cl
2		2.78 2.10	1 <b>2</b> , 16 12	24-26 24-26	Lo. St. Sub. Sub 6, App. St. 2 App. St. Grv.	4	Lo. St Imp. Li App. St App. St	8	Sc., water	
13 14				1	1		Li			
25 26		2.97		26	Grv. 5, Lá. 3	8	Li	3	Sc., water	Ca.Cl
7 18		0.57 ∫ 5.41	16 14	24-82	Grv	9	Li. Lo. St	8	Sc., water Sc., water Asp	Ca.Cl
19		€ 0.95	14					8	Авр	
10		{ 1.10 0.22	82 40–57	82 40-57	8 Con (10) 8 Con. (10) 8ub	5	Br. (22) St. Blk	4		
31 12		3.87 0.43	13-14 12	24	Sub	6	Br. (22) St. Blk Li Br	8	Sc., water	T
13	İ	0.16	45-16		Sub 8 Con Sub	5	Br	4	Am	
14		5.40 0.49	14	26	Sub. Sub. Imp. Li. S Con (20). Imp. St. Lo. St. S Con (9).	9	Li	3	So., water So., water Asp So., water Asp	œ
35		0.12 3.67	20-27 14	26-35	S Con (20)	5	Li Imp. Li Br. Li	4	Se weter	Ť
36 36		2.40	14	24-26	Lo. St	1	14	8	Asp. Sc., water Sc., water Sc., water Sc., water Sc., water Sc., water	Ť
90 87		0.50 0.53 4.58	16	26	App. St. Lo. St. Sub.6, App.St. 2	4	Br	8	Sc., water	Ca.Cl
57 88		6.98	14-16	20-20	Sub.6. App.St. 2	1 8	Lo. St App. St	8	So. water	HCT

<sup>\*</sup> See list by counties.

<sup>†</sup> Changed from original plans.

<u>8</u>			Costs			-		P	resent P	VENCENT		
Equivalent 16' mileage	Per square yard of pavement	Per mile of 16'- 26' highway	Total	State's share	Date of con- tract	Per cent completed	Date of acceptance	Year resurfaced	Miles	Туре	County	Highway No.
2.29 2.66	0.827 0.827	11,246 11,246	} \$78,400 00	\$50,960 00	7/14/16			ļ			Monroe.	139
3.05	0 778	11 657	<u> </u>	<b></b>							Monroe.	*139
0.37 0.87	0.417	8,568 17,430	73,000 00	47,450 00	7/17/16	4		<b> </b>		***********	Monroe.	139
3.76 2.54	0.877	14.030 16,700	101,400 00	50,700 00	7/14/16	17		ļ			Chen	139
2.54	0.742	12,350	38,400 00	16,700 00	7/17/16	28					Chen	139
• • • • •	• • • • • •	• • • • • •	• • • • • • • • • • •	¦							Nassau.	*139
9.15	0 791	12,884	124 600 00	104,664 00	7/11/16					**********	Clinton.	139
0.24	1.121	14.930	124,600 00 3,850 00 67,200 00	2.502 50	8/21/16		1/18/17	1		************	Seneca	139
4.05	1.200	14,990	67,200 00	2,502 50 43,680 00	8/21/16	۱					Seneca	140
1.86	0.896	12.980	25.600 00	16.640 00	9/25/16	<u></u>					Seneca	
7.60	0.807	11,344	89,700 00 105,700 00	58,305 00	7/24/16	13					Genesee.	
6.66	0 821	14,120	105,700 00 77,000 00		7/21/16 7/14/16	33		• • • • • •		*********	Genesee.	140
4.96 2.56 2.76	0.900	14,610 15,260 12,300	42 400 00	27,560 00	7/18/16	84			*******		Albany.	140
2.76	0.877	12,300	42,400 00 40,100 00	26,065 00	7/13/16	41		1			Wayne	140
1.73	0.742	10,912 11,644	37,200 00	24,180 00	7/15/16	14					Wayne.	140
7.08	0.807	13.485	, 101,100 00	76,836 00	8/19/16	3					Otsego	140
0.54 \$.71 0.97	1.000	16,630 16,260 10,950	140,200 00	92,264 00	7/17/16	4		ļ			Otsego.,	140
1.65	0.950	14,730	26,600 00	20,500 00	7/20/16	87			******		Essex	141
0.56	1 116	15,890	9,400 00	6,110 00	7/14/16	95		1	******	********	Essex Dutchess	
1.09	0.944	13.872	27,600 00	18,768 00							Oswego.,	
4.80	1.109	12,316 16,139	82,200 00	58,430 00	8/21/16	ł		1			Cayuga.	141
3.95 2.30	0.746	11,150	44.300 00	. 28.795 00	8/16/16	16				********	Ontario	141
2.30	0.962	12,495	31,200 00	20,280 00	8/21/16	36					Seneca.	141
1.17	0.378	14,890	} 41,900 00	27,235 00	11/11/10	5			. 14.54.955	**********	Ulster	141
0 20	8.730	47,766 22,946	16,800 00	10,920 00	11/ 2/16	8			******		Ulster	141
0.31 2.05 0.72	0.982 0.721	16,111 13,661	47,200 00			ł		ļ			Ulster	141
2.631	0.701	112.370	86,100 00	28,880 00	11/ 2/16				15.215.55	********	Schuyler,	142
6.30	0.92	15,450	108,700 00	70,655 00 42,022 50	8/16/16					*********	Renss	142 142
2.24	0.750	13,920 13,785	65,200 00	12,022 00	8/21/16	'		1 · · · · · ·	10111511		Rems	196
		1.0,100	·	·	1	l	l	1	LANCOUT!		Renss	*142
				1		l		!::::::			Remas	*142
2.59	1.022	15,365	42,000 00	27,300 00	11/24/16						Renss	142
		نخفندا						¦			Renss	*142 142
0.57	1.006	17,204	10,600 00	6,471 58 57,460 00	8/22/16					· · · · · · · · · · · · ·	Oswego Oswego	142
4.74	0.000	15,065 11,620	86,200 00	57,400 00	1/22/16	9					OBMBRO	124
2.21		36,906	) 107,600 00	17,095 00	8/24/16	10		ļ. <b>.</b>	<b> </b>		Orleans Orleans	*142 143
0.82	3.044	44,415	ſ	1		ı						
0.82 2.62	1 002	118 N72	47,100 00	31,086 00	8/22/16					<b></b>	Tomp	143
0 22	0.759	17,264	6,400 00	4,224 00	8/21/16						Tomp	143
0.29 0.30 4.73	2.167 0.947	17,264 27,160 15,708 16,017	99,200 00	60,522 00	8/24/16	ļ			ļ		Tomp	143
0.49	1 006	20,645 31,271	19,000 00	6,750 00	8/21/16	26		ļ	ļ	<b></b>	Tomp	143
0.49 0.22 3.20 2.11	0.878	15,221	85,000 00	59,500 00	8/22/16	<b> </b>		ļ		<b>.</b>	Cort	143
1.50 0.53	2.868	38,460 19,829	69,800 00	17,136 00	8/17/16	9	·····	ļ	·····		Wash	143
4.58	0.607	9.595	46,700 00	33,624 00	8/24/16	1	1	I	1	l	Wash	143

### ANNUAL REPORT OF THE

## APPENDIX A - COUNTY HIGHWAYS JANUARY 1,

	Mr	LES				Mat	perials Use	D IN	Construction		PAVO
~		act	verner	dway	BOTTOM			TC	)P		~
Highway No.	Accepted	Under contract	Width of pavement	Width of roadway	Kind	Thickness	Kind	Thickness	Binder	Surfacing	Square yards
1439 1440 1441		6.51 3.39 { 1.06 2.50 0.75	12-20 14-30 20-40 14 16	26-42 20-40 22	Sub	6 4 6	Lo. St Set Tr Lo. St	2 1 3 3	AspAspAspAspAsp		49, 32, 18, 20, 6,
1443 1444 1444 1445		5.09 3.75	14 12	30 26	Sl	5	StApp. St	3	Sc., water Sc., water		41, 26,
1447 1448 1449		0.63 7.99	16-14 16-14	22-26 22-26	Sub Lo. St	8	Lo. St Lo. St	3 3	Sc., water Sc., water	T	5, 66,
1450 1451 1452 1453 1454 1455		4.70 5.50 1.95 6.33 3.42	14 14 12, 14 14 16	26 24, 26 26	Sub. Sub. Grv.6, App.St. 3 Sub. 6, Lo. St. 2. Sub.	6 9 8 8	Li App. St Li App. St	3	AspSc., waterSc., waterSc., water	TCaCl	38 45 14 52 32
456 457 458 459 460		4.62 1.47 6.74	14-16 14 16	28 32 26–30	Grv		F Con	6-P	Sc., water		42 12 43
461 462 463 464		5.63	14	 26	Sub	 	Set	 6	Asp		47
465 466 467 468		2.79 6.33	14 16	32	SubApp. St.	5	App. St		So., water	Ca.Cl	
469 470 471 472		{ 0.42 4.52	20 14	26			F Con	6-P			37, 
473 474 475 476		3.06 4.99 6.00 4.00	12 12 10 10	24 24 24	SubSubSubSubSub	6 6	App. St Sl Set Sst	3	Asp	Ť	21, 35, 35, 25,
477		$\left\{\begin{array}{c} 0.32 \\ 2.51 \\ 4.01 \end{array}\right.$	32-62 14-16 14	32-62 26	S Con Sub Sub	6	Br App. St Lo. St	4	AspT	· · · · · · · · · · · · · · · ·	23, 33,

<sup>\*</sup> See list by counties.

<sup>†</sup> Changed from original plans.

leage			COSTS			7	İ	P	Resent	PAVEMENT		
Equivalent 16' mileage	Per square yard of pavement	Per mile of 16'- 26' highway	Total	State's share	Date of con- tract	Per cent completed	Date of acceptance	Year resurfaced	Miles	Туре	County	H. H.
5.30 3.42 2.00	0.867	16,352 14,244 17,242	50,800 00	\$74,304 00 39,388 00	8/21/16					•••••	Dela	14 14
2.19 0.74		14,163 16,303	79,000 00	50,654 00	8/21/16						Dela	14
4.46	1.093	13,710	66,000 00	42,900 00	8/21/16					••••••	Lewis Erie	*14 14
2.82	0.902	11,760	36,500 00		8/21/16	12					Erie	.14 •14
• • • • •								ا ا			Erie	*14
0.60	0.870	11,448	86,000 00	55,900 00	8/21/16	····6	•••••				Erie Rock	*14 14
7.06	0.801	10,828	,								Broome.	•14
4.18	0.835	13,196	59,600 00	29,800 00	8/21/16	5					Broome.	*14
4.81 1.57	0.870	15,800 15,284	82,700 00 22,700 00	61,198 00 14,755 00	8/21/16 8/21/16	15 75					Tioga	14
5.56	1.043	14,935	87,300 00	56,745 00	8/18/16	2					Schenec.	14
3.42	0.923	14,268	50,300 00		9/25/16						Putnam. West	•14
4.55	1.161	15,761	75,100 00	48,815 00	9/28/16	• • • •					West	•14
1.29		15,920	23,200 00	15,080 00	9/25/16						Livings	14
6.74	1.150	16,071	115,700 00	77,935 00	10/28/16	••••					Saratoga Saratoga	•14
					10/00/10						Oneida	•14
5.04		13,809									Sullivan. Ulster	14 114
2.48	0.933	15,451 11,900	40,600 00	26,390 00	10/31/16	5					Ulster	14
6.33	0.823	11,900							- 1		Monroe. Scho	14 14
اینین		25,008	\		10/21/10						Albany Monroe.	•14
0.55 3.92	1.431	18.606	33,000 00	91,000 00	1		1	i	- 1		ratouroe.	14
	•••••		í								Chat	*14 *14
					1						Scho	•14
2.34	0.972	19,000 13,230	50,700 00		10/31/16					· • • • • • • • • • • • • • • • • • • •	Chen Steuben.	14
3.74 3.75	0.869	13,230 15,952	56,000 00 83,400 00	38,030 00 56 712 00	10/28/18			•••••	• • • • • •		Steuben.	14 14
2.67	0.848	17,531	58,400 00	30 712 00'	10/28/16.	- 1			i		Steuben.	14
0.80	2.046	24.951	} 62,400 00	26,520 00	10/28/16						Steuben.	14
2.48 3.51		14,991 14,320	53,500 00	49,220 00	11/98/14				- 1		Sullivan.	14
ا دو. د	V. 52/	11,04U	35,300 00	20,220 00	11, 23, 10					• • • • • • • • • • • • • • • • • • • •	Dum Vall.	1.3

## APPENDIX A — STATE HIGHWAYS

pe	to	₹ .							
ed		Yea	P. P.	воттом			TO	op.	<u> </u>
Accepted	Under contract	Width of pevement	Width of roadway	Kind	Thickness	Kind	Thickness	Binder	Burfacing
3.22		16	28_32	Li	4	Li	2	Am (10)	
1.47 0.10		16 16	I 26	St	4	Tr	3	Asp. (10)	
1.611.		16	26, 28	St. Lo. St Gn.	4	Tr	123	Asp. (10)	
2.50		16 16	28, 32	Gn	4	TrAv. GnAv. Qrz	21	Asp. (3)	· · · · · · · · · · · · ·
4.84		16	28	Gn. Qrs. App. St. App. St. App. St. Grv. Con. (h) Grv. Con. (h)	4	LiApp. St	21	Asp. (10)	
1.80		16 16	28 32	App. St	3	App. St	13	Assp. (10)	
2.35		16	32	Grv. Con. (h)	4	Tr Li.† Li.† Tr	13	Asp. (3)	
1.21	•••••	16, 22	32	Grv. Con. (h)	4	Li.t	1	A (9)	HO. (3) Sta
1.981		16	===	rebbe massista		14	13	Asp. (3) (10)	
3.22 0.23		16 16	32	St	4	St Br. (17)	3	Asp. (10)	
2.75		16	32	Li	31	Tr	2	Asso. (10)	
3.62 2.50		16-321 16	26, 35	App.St.4, Sst.2.	6	Tr	2	Assp. (10)	
0.70		161	28, 32	Li St S Con. (9) Li App.St.4, Sst.2 Li Li Grv. Con. (h)	6	Li	2	Asp. (2)	
0.55 0.64		16, 24 16, 24	16, 32	Grv. Con. (h) Grv. 6, Li. 4	10	Br. (20)	4		
2 80		16, 24		Li	4	Li Sy	2	Trn. (10)	
n swi		16	32	Li	3	Sy Li	2	Trn. (10)	
2.98 2.00		16 16	28, 82 30, 32	LiSub. 5, Qst. 2	4 7	Li	2	Asp. (10)	
1.89		16	28, 32	S Con. (d) (3).	5	Br. (3)	4		
3.46 2.54		16 16	28, 40	Sub. 5, Qst. 2. S Con. (d) (3). Li. Li. Rock Fill. App. St. Grv. Con. (d). App. St. Li.	4	Li Br. (3) Li	2 2	Asp. (10) Asp. (2)	
1.45		16	28, 40	Rock Fill	6	Lilerenene	3	Asp. (2)	
3.83		∫ 16	26 28	Gry, Con. (d)	5	TrBr	4	Assp. (10)	
2.66		16	28	App. St	4	App. St	2	Asp. (10)	
2.46	::::::	16 16	28, 32 24, 32	App. St. App. St. Grv.Con.(d)(16)	4	Li Sst	2 2	Asp. (10)	• • • • • • • • • • • •
0.99		16	28	Grv.Con.(d)(16)	5	Br	4		
1.94		16 16	32	Li	1	Li Tr	2	A. (10) Asso. (10)	
3.72				8t		Tr	4		
1.23 1.47 2.09 3.00		16 16	32 32	St	4	Tr	3 2	Asp. (10) Asso. (10)	
2.09		16 16	32	St. Li. App. St. Lo. St.	4	Li	2	Amp. (10)	
D. WI.		16	32	Lo. St	4	Grn. Gn	2	Asp. (10)	
2.96	!	16	30	Scr. Grv	4	Scr. Grv	2	T(16)Asp(3)(10)	
2.48		16 16	32 28	App. St	4	Li. or Sy Set	24	Assp. (10) Assp. (10)	
2.61.		16	32	Li	4	Li	3	Trn. (1)	
2.00		14 16	20 28	App. St	1	Li Gn	3	Asp. (10) Ber. (1)	
0.99		16	28	App. 8t	4	ica i	2	Ber. (1)	
0.06	::::::	16 <b>3</b> 0	26, 32	App. St S Con. (d) (9)	6	Grn. Blk	5	Asp. (10)	••••
0.82		<b>26</b> -32	26 32	S Con. (d) (9)	5	Li Grn. Blk Br. (17) Pat. Br	4		
0.66		30 16-30	26-32	Scr. Grv App. St. App. St. Li App. St. App. St. App. St. App. St. Scon. (d) (9) Scon. (d) (9) St. Li Li Li Li Li	5	Pat. Br	4 3	Asso. (1)	·····
2 05	- 1	16	32	Ļi	4	Li	2	Asp. (10)	
0.35 3.33		16 16	32 32	Li	3	Li Li	2 2	Asp. (10) Asp. (10)	
					_		-	4 (2)	
0.12		. 16	28	St. St. Fld. App. St. St.	4	Tr. Li	2	Asp. (3). Sc., Water Asp. (10) Asp. (10) Asp. (10) Asp. (10)	•••••
3.50		16	26, 32	Fld	4	[Fld	2	Asp. (10)	•••••
3.04 1.54 4.24		16 16	28 39	St	4	Li	2	Asp. (10)	

<sup>\*</sup>Highway No. 5028 was built of various types as an experimental pavement. † Changed from original plans.

JANUARY 1, 1898 TO DECEMBER 31, 1916

			_		_				_						
e i				Coers					7	ļ	P	RESERT	PAVEMENT		4.
Equivalent 10' mileage	Per square yard of pavement	Per mile of 16'- 26' highway		Total		State's share	10	Date f con- tract	Per ount completed	Date of accept- ance	Year resurfaced	Miles	Турэ	County	Highway No.
3.22 1.47 0.10	0.732 0,909	14.470	1	\$30,026 22,572	00 38	\$30,026 0 22,572 3	0 2	/ 7/10 /17/10	100 100	11/ 5/10 11/29/10				Ulster Ulster	5000 5001
0,10 1,61 3,44 2,59 4,84 1,80 3,21 2,40 1,20 1,70	0.845 0.845 0.871 0.825 0.875 0.750 1.320	13,430 13,900 14,170 12,790 12,550 16,960 14,020 17,220	ì	22,366 48,758 33,120 60,728 30,536 45,000 58,551	08 05 81 82 00	22,366 9 48,758 1 83,120 1 60,728 8 30,536 8 45,000 0 53,551 5	B 3	/17/10 / 2/10 /19/10 /18/10 / 2/10 /21/10 / 7/10	100	11/29/10 11/29/12 10/ 1/10 1/—/10 7/ 6/11 11/29/10 1/—/12			Oiled	Rock West Colum Jeff Putnam. Orange Suffolk	5092 5093 5094 5005 5006 5007 5008
1.20 1.70 1.98 3.23 0.23	0.951 0.956 0.853	10,320 14,660 15,160 16,370 29,950	}.	24,716 30,016 59,584	88	24,716 2 30,016 8 59,584 8	7 2 9 2 8 2	/24/10 /21/10 /24/10	100 100 100	12/22/10 11/25/10 9/26/11	1916	1.06	Oiled	Dutchess Albany Ressx	5009 5010 5011
1.70 1.98 3.23 0.23 2.75 4.08 2.50 0.70	0.988 1.047 0.905 1.255	14,260 15,630 14,030 17,310 26,150	}	89,213 60,623 47,245	- 1	39,213 1 50,161 1 47,245 8	1	/24/10 /24/10 /23/10	1	12/10/10 11/23/10 5/20/11 11/15/10	1915		Bit. Mac Oiled Brick	Cayuga . Chen Madison. Ontario .	5012 5913 5014 5015
2 50	1.186 0.886	16,820 13,780	}	27,812 41,544	- 1	25,840 1 41,544 9	1	/ 9/10 / <mark>24</mark> /10	1		1914	0.08		Onon	5016
0.59 2.96 2.00 1.89 3.46 1.45 2.55	0.981 0.931 1.755 0.854 0.736 0.548	13,010 14,690 13,270 20,350 12,220 13,190 11,420	, }	43,781 26,515 38,468 42,264 48,174	82 29 76 26	43,781 5: 26,515 8: 38,468 2: 42,264 7: 48,174 2:	2 2, 9 2, 5 2, 5 2,	/21/10 /24/10 /28/10 /24/10 /23/10	10 <b>9</b> 10 <b>9</b>	6/20/11 11/ 5/10 12/ 6/10			Oiled	Wayne Yates Erie Genesee. Livings	5017 5018 5019 5020 5021
3.00 0.25 2.58 2.66	2.300 0.894 0.872	14,940 25,270 12,070 13,920	}	44,813 39,992 37,020 25,765	25	44,813 94 35,092 24 87,020 94 25,765 83	5 2,	/21/10 /25/10 /24/10	100 100 100	1/23/11 6/30/11 12/—/10 11/ 5/10	1914	2.83	Bit. Mac	Broome . Allegany Wyom .	5022 5028 5024
2.46 0.99 2.50 1.94	1.874 0.914	10,475 20,268 11,256 16,430	}	25,765 48,944 31,876	87	25,765 8: 48,944 8: 31,876 0:	7 2,	/26/10 /26/10 /19/10	100	2/12/11 12//10		•••••		Wyom. Orleans. Steuben. Greene.	5025 5024 5027
1.27	1 122	17.860	}	134,267 49,368	04 71	100,062 86 49,368 71	2/	/21/10 //10	100 100	1/31/12 12/—/10			Oiled	Mont Renss	*5028 5029
2.09 3.00 5.00 2.96 1.41 2.48 2.61 3.07 2.00	0.748 0.689 0.947 0.809 0.780 0.918	13,210 13,970 14,400 13,195 17,780		34,656 37,574	07 24 85 31 13 92 19	23,504 55 33,682 05 54,401 24 34,875 86 18,627 31 34,656 13 37,574 95 42,507 16 52,948 02	2/ 2/ 2/ 2/ 4/	/19/10 /19/10 /18/10 /18/10 /21/10 /23/10 / 9/10 / 9/10 / 9/10	100 100 100 100 100	9/ 3/10 6/29/11 11/15/10 12/ 3/10 9/28/10 6/ 3/11 12/30/11 11/23/11 12/30/11	1916		2" Bit. Mac Oiled. Oiled. Oiled. Oiled.	Oneida	5088 5081 5083 5083 5084 5086 5086 5087 5088
0.09 4.01 0.11	0.818	18,280	ſ	73,319	- 1	73,319 64	1	9/10	100	8/31/11		1		Albany	5089
1.58 9.04 9.98 2.06	2.271 2.307 0.845 0.997	14.0001	j	53,920 86.874		26,006 00 36,874 95	1	7/10 5/10	1	12/13/10 11/15/10			1	Renes	5040 5041
9.35 3.23	0.913 0.964	14,640 18,702	ı	66,206	- 1	66,205 98	Ι'	7/10	100	1/13/14			1	Cay'ga } Benesa. }	5942
2.45 6.11 3.50	1.020 0.855 0.728	11,885	ſ	34,339 39,213	41	34,389 72 39,213 41	4/	9/10 7/10	ł	12/30/11 12/—/10 9/12/11			Dilled	Tomp	5043 5044
3.04 1.53 4.22	0.903 0.696 0.785	19,290 10,405 10,735	}	58,656 62,046	72 <b>2</b> 8	58,656 72 62,046 28	4/	5/10 5/10	100 100	9/12/11 7/16/11	:::::	:::::	Oilled:	Dela Monroe	5045 5046

### APPENDIX A - STATE HIGHWAYS JANUARY 1.

<b>N</b>		LES	*			Мат	ERIALS USE	D IN	Construction	Į	
		act.	Vemet	of roadway	воттом			70	P	1000	
	Accepted	Under contract	Width of pavement	Width	Kind	Thickness	Kind	Thickness	Binder	Surfacing	· 
7	1.64		16	28	App. 8t	4	<u>T</u> r	2	Ber. (1)		
8	2.51 2.58		16 16	28, 33 28	App. St	4	Tr	2 2	Asp. (1)		
ō	2.14		16	28	App. St	ą.		3†	Assp. (10)		
0 1 2 3	0.65		16 18, 28	28, 32 18, 28	S Cop. (d) (1.8)	5	Br. (20)	81	Asp. (10)	•••••	
3	2.54		16	28, 32	Li	4	Li Li Li Li	21	Asp. (I)		
	0.29		16 16	28-32 28-32	Li	3	Li Li	4	Trn. (1)	• • • • • • • • • • • • • • • • • • • •	
4	0.30		16	28-32	Li	7	Ĺi	2	Trn. (1)		
5	1.63		16 16	28.30	Gn	71	Gn	3	Asp. (10) (1)		
6	2.28		16	28, 32	Set	3	Set	3	Asp. (1) (16)		
7	0.66	::::::	16-28 16, 21	20, 32	Li	5	GnSetTrTr	2	Asp. (10) (16) Asp. (3)	مور	
8	1.13		16, 21 16, 32 16, 32 24, 28	16,32	Grv. Con. (d)(9)	5	Br. (31) (3)	4	A (9)		
9	1.60		24, 28	35, 39	S Con.(d) (1, 15)	3 <u>1</u> 5	Bitu	2	Asp. (3)		
0	0.34		19–27 16	32	S Con. (1)	5	Br. (20)	4	Por (1)		
1	1.08		26	26	8 Con. (5)	5	Sy Br. (10)	4	Det. (1)		
2	1.21		18-59 16	30-65	App. St	6	App. St App. St Br. (3) Dol App. St	2	Ber. (1)		
3	12.41		16	39, 43	S Con. (11)	5	Br. (3)				
4	1.57		16 16	16, 32	App. St	4	Dol	2	Asp. (3)		
6	2.94		16	28,32	App. St	4	Li	2	Asp. (3)		
7			22-45	36, 45	Grv. Con. (g)	5	Br. (18)				
8	1.48		18-45	28, 48	App. St	4	App. St Dol	2 2	Asp. (10)		
Ö	0.62		16	28	DOI	4	1		Der. (1)		l.,
1 2	2.61		16-42 16	42-48	S Con. (1) Li. Qrs. Sst	5	Br. (32) Li. Qrs. Set.	4 3	A-m (10)		
3	5.08		} '0				Di. Qi a. 080.		Asp. (10)		
5	4.33 0.53		16 16	28 32	Set	3	Sst	3	Asp. (3)		
6	5.22		16	32, 50	App. St	3	App. St	3	Asp. (12)		
7 8	3.08 2.56		16 16	32	App. St	3	Li Sv Tr	3	Asp. (3)		
9	1.44		16	32	App. St	3	Sy	3	Ber. (1)		
0	3.02 5.26		16 16	26, 32 32	Grv. 4. Li. 3	7	Li	3	Asp. (10)		
2	2.92		16	26, 32	App. St	3	Sy	31	Asp. (10)		
3	2.90		16 16	32	Qra	3	Qrs	3	Asp. (10)		
5	4.52		16	32	Sub	6	App. St	3	Ber. (1)†		
	1.96	[::::::	16 16	28, 32	Sub	t7	Li	3	Asp. (10)		
7	5.91		16	32	St	7	Li	3	Asp. (3, 7, 10)		
8	1.53 2.70	[::::::	16 16	28, 32	Li	15	Li	3	Asp. (3)		
0	1.85		16	28, 32	Set. Li App. St App. St Li App. St Li Grv. 4, Li App. St App. St App. St Li Sub Li Sub Li Li Cdn Li Li Li Li SCon. (d) (10) Set	3	Li	3	Asp. (10)  Asp. (3) Ber. (1) Asp. (3) Ber. (1) Asp. (2) Asp. (3) Asp. (10) Asp. (10) Asp. (10) Asp. (10) Asp. (10) Asp. (10) Asp. (10) Asp. (10) Asp. (10) Asp. (10) Asp. (10) Asp. (10) Asp. (3) Asp. (10) Asp. (3) Asp. (10) Asp. (3) Asp. (10) Asp. (10) Asp. (3) Asp. (10) Asp. (10) Asp. (10) Asp. (10) Asp. (10) Asp. (10) Asp. (10) Asp. (10) Asp. (10) Asp. (10) Asp. (10) Asp. (10) Asp. (10) Asp. (10)		
1	1.06	l::::::	16 18–35	35, 39	S Con. (d) (10).	5	Bitu	2	Ausp. (ο)		
12	4.15		16	28, 35	Set	3	Set	3	Asp. (10)		
13 14	2.50		16	32	App. St. Sst. Li. App. St. Li. S Con. (d) (3) S Con. (d) (20) Grv.Con.(g) (20) Sub. 7, Li. 2* Changed from	6	App. St	3	Asp. (10)		٠.
6 16	1.33		16	26, 30	Sst	3	Gn	3	Asp. (10)	g. H 0 (16)	
	{ 2.82	::::::	16	26, 32	Li	3	ш	3	Ber. (1)	, H U.(10)	
7 8	1.06		16	32	App. St	3	Li	3	Asp. (10)		
18 19	0.36	[::::::	12-32	32	S Con. (d) (3)	5	Br. (25)	4	Asp. (10)		
	1 ( 0 77		14-30	28-44	IS Con. (d) (20)	5	IBr (17 24)+	4			

<sup>\*</sup> See Appendix B, list by counties. † Changed from original plans.

leage			Costs		81 1	P		Pi	RESENT	PAVEMENT		
Equivalent 16' mileage	Per square yard of pavement	Per mile of 16'- 26' highway	Total	State's share	Date of con- tract	Per cent completed	Date of acceptance	Year resurfaced	Miles	Туре	County	Highway No.
1.64 2.51 2.58 2.14 1.96 0.91 2.54 1.30	1,119	14,620 14,970 11,800 15,060 15,990 28,580 14,240 15,955	\$23,980 50 37,567 27 30,437 49 32,223 21 31,339 93 23,444 74 36,158 03	\$23,980 50 37,567 27 30,437 49 32,223 21 31,339 93 18,300 00 36,158 03	4/ 5/10 4/ 5/10 4/ 7/10 4/ 9/10 4/ 9/10 4/12/10 4/ 7/10	100 100 100 100 100 100 100	2/ 2/11 3/ 8/12 12/13/10 7/ 6/11 6/29/11 4/23/12 6/17/11			Oiled.	Schuyler. Chem Tioga Dutchess Nassau Oneida Chautau	5047 5048 5049 5050 5051 5052 5053
1.30 0.29 0.30 0.11 1.63 2.28 0.69	1.136 1.372 1.601 0.766 0.912 1.222	28,580 14,240 15,955 18,100 20,320 22,470 18,880 13,470 20,780 18,840 24,240 14,310	34,749 33 30,766 60 30,720 78 12,538 64	30,720 78	4/ 9/10 5/28/10			1,400		Oiled		5054 5058 5056 5057
0.69 1.99 0.39	1.407	18,840 24,240	60,900 15	43,055 43	5/27/10	100	1/31/12			Oiled	Cort	5058
0.43	2 100	33 730	71,503 49 22,633 79	40,329 36 31,892 50	5/28/10 6/ 4/10	100 100	10/27/11 1/23/12		0.43	Oiled	Oneida Herk	5059 5060
0,43 1,76 2,56 1,70	0.832	21,830 22,765 14,995	36,014 29 52,404 71	23,082 59 38,562 82	9/ 2/10 5/28/10	100 100	12/21/11 12/26/11			Oiled		5061 5062
1.70 2.50 1.57 2.43 2.94		12,665 23,860 11,850 17,460 11,340	58,882 89 18,795 01 42,437 11 33,345 54	58,882 89 18,795 01	5/28/10 5/28/10 5/28/10	100 100 100 100	11/23/11 1/ 5/11 7/17/12 12/ 6/10	1914	2.43	Oiled Bit. Mac	Niagara. Herk Fulton Cattar	5063 5064 5064 5066
2.12 1.96 2.04 5.88 8.70	0.788 0.714	28,830 17,200 10,070 35,235 12,070	47,524 60 29,042 40 20,544 32 21,473 75 163,693 17 113,730 16	22,771 16 22,873 00 20,544 32 21,473 75 58,893 17 113,730 16	5/98/10	100 100 100 100 100	6/30/11 9/25/11 12/14/11 10/—/11 2/ 1/14 3/18/12	1014	0.57	Oiled	Chau Warren Herk Wayne Erie	5065 5065 5065 5075 5075
4.33 5.53 0.22 3.08 2.56 1.44 3.02 5.26 2.92 2.61 2.90 4.52 3.06	0.921 1.102 0.836 0.759 0.868 0.965 0.860 0.992 0.817 0.813	11,990 15,030 12,270 12,600 15,390 15,480 12,010 14,500 15,660 14,370 13,590 15,630 14,190	51,905 06 8,124 56 64,048 37 38,810 39,387 57 22,285 66 36,280 89 76,282 93 45,732 25 37,527 22 39,403 82 58,945 16	51 905 06	3/31/11 3/24/11 3/22/11 4/ 9/10 3/23/11 3/29/11 3/23/11 3/23/11 3/23/11 3/23/11 3/25/11 12/ 6/11 3/27/11	100 100 100 100 100 100 100 100 100 100	11/25/11 8/16/11 12/28/11 8/22/12 12/7/11 8/16/12 12/26/11 11/23/11 10/15/12 1/7/12 11/18/13 12/31/12	1916	5.02	Oiled Oiled Oiled Oiled Oiled Oiled Oiled Oiled Oiled Oiled Oiled Oiled Oiled Oiled Oiled	Cort Franklin Lewis Madison Oneida Ontario Oswego Oswego Oswego Saratoga Scho	5077 5077 5077 5077 5087 508 508 508 508 508
5.91 1.53 2.70 1.85 4.47 1.52 4.15	0.776	16,800 16,610 14,955 12,170 32,000 12,480	25,702 69 72,507 40 54,395 45 43,243 51 51,792 70	54,395 45	5/25/11	100 100 100 100	9/26/11 11/19/12 10/15/12 12/17/12			Oiled	Warren Wayne Genesee. Oneida	508 508 508 509 509
2.50 1.33 0.25 2.82		12,480 9,940 9,510 7 2,040 16,120 9,440 0 13,240 3 31,930 4 28,585		24,839 79 12,644 75 46,812 68	4/29/11 4/25/11 5/ 2/11	100 100 100 100	12/30/11 11/23/11 8/16/11 8/12/12			Oiled Oiled Oiled Oiled Oiled	Monroe . Steuben . Dutchess Fulton \ Mont .	509 *509 509 509
1.63	0.700 0.730 1.798 2.224 3.100	9,440 13,240 8 31,930 4 28,585 8 30,885 5 18,645	10,007 26 18,483 32 14,625 02			100 100 100	12/14/11 1/22/12 12/26/11			Oiled	Mont Putnam. Cattarau Seneca	509 509 509

<sup>§</sup> Contract No. 5070 was entirely for preparing a stable foundation across a swamp. Pavement placed under No. 50 &

### APPENDIX A - STATE HIGHWAYS JANUARY 1,

	Mr	LES	<u>,</u>			MAT	erials Usei	IN	Construction	
		ij	vemer	roadway	BOTTOM			T	OP	
	Accepted	Under contract	Width of pavement	Width of ro	Kind	Thickness	Kind	Thickness	Binder	Surfacing
1	{ 0.74 1.29		16 10-26	32-36 31-36	Li		Li	4	Asp. (10) Asp. (10) Asp. (10) Asp. (10) Asp. (3) (10) Sc., water Asp. (10) Ber. (1) Ber. (1) Asp. (10)	
	0.02		5	34		l	114	3	Asp. (10)	
3	6.52 5.20		16 16	28	Ann St	3	Li	3	Asp. (3) (10)	
•	5.65		16	30	Li App. 8t. App. 8t. 8 Con. (d) (2,3) App. St. Tr. S Con. (8) Tr. Set. Li	3	App. St	3	Sc., water	Asp. (7, 10)
5	${1.17 \atop 0.28}$		14-16 16	26-34	S Con. (d) (2,3)	5 3	Br. (17)	4	A=D (1)	
,	2.46		16	28-32	Tr	3	Sy Tr	3	Asp. (10)	
	$\left\{ egin{array}{l} 0.02 \ 0.38 \end{array}  ight.$		16 16	25, 26	S Con. (8)	5	Br. (25) Tr	4	A (10)	
3	0.40		14	20, 20	Set	3	8et	3	Ber. (1)	
)	4.79		16 16	28-32	Li	3	L1	3	Ber. (1)	
)	1.03	::::::	16	26-32	Grv	3	Grv	8	(10)	Glu.,HO. (10)
ı	1.03 3.71 7.51		16 16	26-32	Li. Grv Grv Sub † Grv. Com. (h). Tr. Grs. Qrs. Qrs. App. St. App. St. App. St. App. St. Li.	6	Grv	3	1	Glu.,HO. (10)
3	2.50	l::::::	16	32 32	Tr	5 3	Grv	3	Asp. (1)	HO. (10) 84.
3	1.33		16	26-32	Qrs	3	lr:	3	Asp. (10)	
,	3.82		16 16	20-32	App. St	3	Qrs. Li.† Set Sy., Gn Sy., Gn	3	Asp. (10)	
	{9.37		16	32	App. St	3	Sy., Ga	3	Asp. (10)	
;	6.00		16 16	22-28	App. St		App. St	3	Trn. (1)	
1	2.24		16	32	App. St	3	App. St Set, or Grn.	3	Ber. (1)	
)	3.24 3.31		16 14–36	26. 36	Li	3	Li	3	Asp. (10)	
	8 22		14-16	26	Li. App. St. App. St. App. St. App. St. App. St. Dol. Sub	3	T.i	3	Asp. (3)	
	3.24 4.06		16-22	28-32	App. St	3	Ann. St	34	Asp. (3)	
	4.25	Ţ	16	26	Dol. Sub	6	Li App. St Dol	3	Asp. (10)	
	4.00 2.24	}	16	26. 28	T.i	3	Li	3	Asp. (10)	
3	3.48		14, 16	26	App. St	3	Li	3	Asp. (10)	
,	2.68 4.50		16-59 16,	29-59 30, 32	Sub	7	Li Li App. St	3	Asp. (10) Asp. (3)	
)	†1.08		16	28	App. 8t	3	ILi	3	Asp. (10)	
	{0.75 0.45		36 16	36 32	S Con. (d) (10).	5 3	Bitu App. St	2	Asn. (3)	
}	1.27		21-29	21-38	Li	٦	1		(0)	
3	7 4.91	l	16	24	Ann St	5	Br. (20)	4 3	Rer. (1)	
	110.57		16	. 24	10)	6	App. St App. St Li	3	Ber. (1)	
ļ	3.59		16 16	28, 50 28	App. 8t	3	App. St.	3	Asp. (3)	
	2.17		16	28	Sub. 6', Set. 3'	9	App. St App. St Li	3	Asp. (10)	
3	2.89 8.83		16 16	26, 32	Li. App. St. Sub. 6", Set. 3". Lo. St. App. St.	3 3	Li	8	Ber. (1)	
3	1.36	1	16	29	Ann St	3	Li	3	Asp. (1) Sc., water. Sc., water. Sc., water. Sc., water. Asp. (10) Asp. (10) Asp. (3) Asp. (3) Asp. (3) Asp. (9) Asp. (10) Asp. (10) Asp. (10) Asp. (10) Asp. (10) Asp. (10)	
)	5.33		16	20, 28	Grv	4	Grv	3	8c., water	HO.,(3,4)Gla.
•	2.10 0.51	:::::	16 16	20, 28	App. 8	6 3	Grv App. St	3	Sc., water	HO.(3.4)Gh
	3.10		16 16	28-32	Sub	6	App. St Li	3	Asp. (10)	
)	1.25		16 16	28-32 28-32	App. St.2	6 3	114	3	Aso. (10)	
l	2.15		14	20	Li	3	Li	1 3	Asp. (3)	
3	4.05 5.03		16 14	22, 32	App. St	3	Li	3	Asp. (3)	
4	3.31	:::::	16	28	App. St	3	19at	8	Asp. (2) (10)	[
5 8	4.44 3.34		16 16	24, 32	App. St	3	Li	3	Asp. (3)	·····
,	3.62	:::::	16	28	Orv.   App. 8     Sub.   Fid. 4, App. 8t. 2     App. 8t.   Li	3	Li App. St App. St	3	Asp. (10)	
,	3.68	1	16	21. 24	Sub	8	1	ı	Asp. † (10).	
í	4.17		16	29	Sub Sub App. St	6	App. St App. St App. St	3	Asp. † (10)	

<sup>\*</sup> See Appendix B, list by counties. † Changed from original plans. § Items combined and let as one contract

			Coars ,			- J	! 	P	Resent	Pavement		
	Per square yard of pavement	Per mile of 16'- 26' highway	Total	State's share	Date of con- tract	Per cent completed	Date of acceptance	Year resurfaced	Miles	Туре	County	
5	0.646 0.783	10,718 12,006	826, 782, 56	<b>\$23</b> ,771 16	5/ 1/11	100	1/23/12	Ì		Oiled	Самия	5
1 2	0.510	9,441	67,593 43		4/29/11				1	Oiled	Clinton.	5
9			}		4/26/11	100	12/26/11 12/ 8/15		ı	Otled	1	5
7	2.100 0.757	26,208 13,601 12,000	26,390 02	1	5/ 8/11	100	9/10/12			St. Blk		5
6	2.194	34,300	29,511 25 8,660 09	29,511 25 8,660 09	4/27/11 4/28/11	100 100	3/18/12 3/ 2/12	1916	1.17	F Con	Nassau	5
8 6 9	0.802	21,080 16,330 11,610	6,245 14 55,602 23	6,245 14 55,602 23	5/ 1/11 4/25/11	100 100	9/10/12 12/ <b>30</b> /11			Oiled	Renss	5
8	0 625	10,215 9,350 10,950	57,488 69		4/29/11	100		ı	Í		Schenec.	5
3	0.572	8,550	100,924 06	100,924 06	5/ 3/11	100	9/10/12	∫ 1914	1.80	Bit. Mac. M.M.	Suffolk	8.5
0 3 4	0.708	13,500 10,185	35,887 55	35,887 55	5/ 5/11	100	8/19/18	1915	4.09	Bit. Mac Oiled	Suffolk	\$5 5
2	0.724	9,575 13,250 9,780	50,614 37 ) 109,859 82	50,614 37 109,859 82	4/29/11 5/ 3/11	100 100	12/14/11 7/ 2/13			Oiled	Ulster St. Law.	5 §5
2 0	0.494	7,198 18,400 10,880	110,400 00	110,400 00	4/28/11	100	6/14/12			Oiled	St. Law.	55
	0 719	10,110 11,600	24,376 98 32,759 26 39,073 59	110,400 00 24,376 98 32,759 20 35,981 27	5/ 1/11 5/ 5/11 5/ 5/11	100	2/21/12			Otted	Jeffers.	5
8	0.831	11,780 12,160	75,542 66 89,404 81		5/10/11 5/10/11	100	12/17/12			Oiled	Chen	5
2	0.674 0.838	11,550 13,820	46,884 88 134,512 00	44,404 34	5/ 5/11	100 100	8/15/12 10/28/15			Oiled Oiled	Mont	5 §5
4	0.774	13,900	31,125 53	31,125 53	5/ 1/11 5/ 5/11	100	11/11/12 12/26/11			Oiled	Mont	5
	0.976	9,490 14,000	30,010 87 39,437 68	26,907 88	6/16/11	100	7/99/19	1	1		Vates	1 2
8 0 5	0.802	11,680 10,430 33,845 22,025	52,565 06 10,891 44 } 46,860 06	10.891 44	6/13/11 6/17/11 4/24/12	100 100 100	12/30/11 12//12	1915	1.04	Oiled Oiled	Steuben. Oneida	5 5
9	2.072	25.340 15,190	48,180 80 \ 84,047 91	22,421 62 84,047 91	6/17/11 6/15/11	100	1/23/12	ļ		Oiled	Schenec. Hamilt.	5 5
7	0.905	15,520 14,980	53,771 66		6/16/11		1000	ı	i	I .	1	5
9 5 7	0.828	12.203	65,480 48	65,480 48	6/13/11	100		l	1		Dutchess	5
9 3	0.641 0.922	10,050 13,130	29,030 78 115,905 17		6/20/11 6/17/11	100 100	1/31/13 3/16/14	{ 1916 1916	6.21	Oiled	Genesce. Cattarau	5
8 3	0.817 0.634	13.000 10,070	17,682 68	17,682 65	6/13/11	100	1/12/12				Otsego	5
0	0.842	12,020	86,380 78	86,380 78	6/15/11	100	11/26/12			Oiled	Oneida	5
0	0.79	10,720 11,545 10,890	60,255 78	l	6/15/11		10/15/12					5
8 6	0.86	3 13,760 7 11.140	27,382 79 45,105 16	45,105 16	6/16/11 6/18/11	100 100	12/17/12 7/24/12 12/27/12 7/17/12 12/17/12 1/ 6/14 12/27/12	ļ		Oiled	Cortland Livings.	5
9	0.95	8 14,195   0 13 880	65,819 65 45,970 67	65,819 65 45,970 67	6/14/11 6/17/11	100 100	12/27/12 7/17/12	ļ	 	Oiled	Onon Orange	5 5
4	0.63	1 9,990 0 17,200	44,332 95 57,459 01	44,332 95	6/20/11 6/15/11	100	12/17/12			Oiled	Genesce. West	5
2	0.00	5 19,250	69,679 19	69,679 19	6/17/11	100	12/27/12				West \	5
8	0.69	8 13,780 7 11,820	50,713 12 49,308 69	50,713 12 49,308 60	6/14/11	100	12/17/12 12/27/12			Oiled	Broome.	5
6	0.63	4 13,655	49,978 56	49,978 56	6/13/11	100	12/26/11	1	l	l	Dutchess	<b> </b> 5

### APPENDIX A - STATE HIGHWAYS JANUARY 1

1	Mn	L26	اید		1	Мат	eriale Usei	) III	Construction	1
- [		act	Width of pavement	roadway	воттом			TO	)P	Time T
- 1	70	optr		2 8		8		19		Surfacing
1	3	0 10	å	4	Kind	kne	Kind	E.	Binder	Surfacing
	Accepted	Under contract	Wid	Width		Thickness		Thickness		
51	5.20		16	29	Grv.Con(h))16)	6	T.i	,	T. (16), HO. (3) Asp. (10). Asp. (3). Asp. (3). Asp. (2) (10). Asp. (2) (10). Asp. (3). Asp. (3). Asp. (3). Asp. (10). Asp. (10). Asp. (10). Asp. (10). Asp. (1).	0.00000
52	0.29		16	24	Sub	6	App. St	3	Asp. (10)	**********
53	{ 4.26 0.35		24	32	App. St.	6 3	Li	3	Asp. (3)	
54	1.89		16	28	App. St	3	Li App. St App. St	3	Asp. (2) (10)	
5	12.97 5.37		16-25	32-35	App. St	6	App. St.	3	Asp. (2) (10) Asp. (3)	
6	4.36		16	28	Sub	6	App. St Br. (28)	3	Asp. (3)	14000000000
57	4.67		16	22, 32	Sub	16	App. St	3	Asp. (10)	
.	6.50		16	20	App. St	3	App. 8t	3	Asp. (10)	
58   59	0.17		171	17	S Con. (?)	5	App. St Wd. Blk	4		
60	∫ 0.33		21 30	20 49	Dol	4 5	Dol Br. (11)	3 4	Asp. (1)	
~	1.23		16	24, 32	App. St	3	App. St	3	Asp. (10)	
61	1.40		24	24	S Con. (d) (h)	5	Bitu	2		
*	0.11		40-50	40-50	Sub Sub App. St App. St Sub Sub Sub Sub Sub Sub Sub Sub Sub Sub	۔ ا	1	_		
62	0.05		16-137	32-137	(9, 10, 15) Grv. Con.(h)(3)	5	Brick (2) Br. (11)	4		
i	1.86		16	24, 32	App. St.	3	App. St	3	Asp. (10)	
33 34			10	32, 38	App. St	1 1 5	App. 8t Br. (10)	3 4	Asp., HO. (10).	
35	2.16		16	22, 24	Lo. St	3	TrApp. St	3	Asp. (10)	
66 67	3.87 8.64		14, 16	19-26	Sub.	6	App. St	3	Se., HO. (10).	
68 69	5.34 3.57		16 16	24-28	Grv. Con.(h)(3) 2 App. St. 2 App. St. 3 Grv. Con. (4, 16) 4 Lo. St. 3 Sub. 3 Grv.	7	App. St Grv	1 8	Asp. (10) Asp., HO. (10) Asp., HO. (10) Asp., HO. (10) Sc., HO. (10) HO. (10) Asp. (10)	
70	1.00		20-40	24-40	Ger Con (h)(8)	5	TrBitu	2	Asp. (10)	
71	†1.95 2.92	1	16 16	20 20	App. St	5	Bitu App. St Br. (10)	3	Asp. (3)	
72 73	∫ 1.53		16	20	51.F1G				Sc., water	Sc., Tra. (1).
74	3.43		16	25	Fld	6	App. St Li Br. (25)	3	Sc., water. Sc., water. Sc., water.	Sc., Trn. (1).
	{1.01		16-59	28-59	Sub	5	Br. (25)	4		
75	0.41	l	§ 16, 18	3	(Gry.Con(d)(16)	5	H. Br. (25). App. St	4 3	Asp. (7)	
76	2.18		16	3	Sub	6	. App. St	3	Asp. (7) Asp. (7) Asp. (1)	
77	3.64		16		8 Set	1	Set	l .	Trn. (17)	
78	{ 1.74	ļ	16		Lo. St	3		3	Asp. (10) Asp. (10) H. C. T. (17)	HO. (10)†
79	0.46	6.77	16 16	21-2	6 Lo. St	6			H. C. T. (17)	
79A	5.39		16	99_0	(8, 9)} 6 Sub	6		8	Res (IV	Ten (1)
80 81	4.00		16	2	8 Sub	6	App. St	3	Asp. (1)	
182 183	5.33 1.37		16	22.2	6(Sub	1 6	App. St	3	Ber. (1)	Trn. (1)
	2.33		16	26, 3	2 Sub	4	App. St	3	Ber. (1)	Tra. (1)
84 85	2.54 6.56		16 16	26.2	6 Sub	6 7		3	Ber. (1)	Im. (1)
36	6.33	1	16	2	8 Sub	6	Ann. St	. 3	Ber. (1, 3)	
87 88	5.68 4.63		16	2	6 Sub 6 Sub	6		.   8   †4	Ber. (1)†	
89	8.43 1.06		16	2	6 Sub	.1 6	Grn. Gn	4 3	Asp. (1)	80
90 91	6.89		16	26.3	8 Sub 2 Li	. 6	Li	3	Asp. (1) (7)	
92	[0.16	1	14	15, 2	2 Li. 4 App. St. 4 S Con. (16)	. a	App. St.	. 8	Am. (10)	
93	10.08		14	10, 2	8 S Con. (16)	: : 5	App. 8t Br. (25)	. 4	Asp (19)	
94 95 96	1.11 5.05		16		6 App. St 6 Sub		Ann. St.	. 3	Asp. (1)	HO (10)
-	0.67		1 19	7 2	UJUD	. 0	TAPP. DI	:  i	1000 WENGE	

<sup>\*</sup> See Appendix B, list by counties. † Changed from original plans.

## 1898 to December 31, 1916 — (Continued)

		Costs	•		P		P	RESENT	PAVEMENT		
Per equare yard	of pavement  Per mile of 16'- 26' highway	Total	State's share	Date of con- tract	Per cent completed	Date of accept- ance	Year resurfaced	Miles	Туре	County	
28 0.	809 12,500 759 28,940 840 11,500 )	\$65,320 15 8,392 92 54,325 79	\$65,320 15 8,392 92 52,814 96	12/ 5/11 6/14/11 6/15/11	100 100 100	12/27/12 2/20/12 3/24/13			Oiled	Chautau Jeffers Otsego	5 5 5
89   0.	809 11,195 629 11,280 633 11,280	54,632 92	54,632 92	6/13/11	100	8/27/12		<b> </b>		Dutchess	5
40 1.	070 16,096 680 15 700	68.874 90	68,874 90	6/12/11	100	11/23/16		ļ		Albany	•5 5
36 0. 77 2. 87 0.	070 16,096 680 15,790 345 28,050 758 13,155	96.245 54	96.245 54	6/29/11		12/17/12		ł	Oiled	į.	5
50 0. 06 5.	736 12,240 033 62,027 )	79,579 06 6,214 47	79,579 06 6,214 47		100	9/ 9/13 12/30/11	ř-		Oiled	Warren Herk	5
35 1.	891 23,141   996 23,675   878 13,180	29,985 64	22,485 64	12/ 5/11	100	12/17/12			Oiled	Schuyler	5
	064 35,318	59,069 50	48,084 80	4/23/12	100	4/30/14				Herk	5
18 1. 19 1. 96 0.	607 30,842 975 21,800 886 11,580	25,306 17	22,104 04	12/ 5/11	100	1/23/13	,		Oiled	Chem	5
11 1. 89 2. 16 0. 87 0.	090 19,360 286 26,160 881 30,920 709 14,330 834 14,610 437 8,320	7,936 59 96,536 21 66,785 50 55,442 19 118,696 11 44,418 19	55,442 19	4/24/12 12/ 6/11		$\begin{array}{c} 12/17/12 \\ 12/19/13 \\ 12/17/12 \\ 12/17/12 \\ 12/17/12 \\ 12/17/12 \\ 11/26/12 \end{array}$			Oiled	Dela	5 5 5 5
57 0. 56 2. 55 0. 52 1. 53 0.	437 8,320 651 12,200 140 35,760 900 15,500 857 28,990 773 17,590 584 15,810	44,418 19 48,861 15 59,463 74 30,746 53 84,648 67 75,273 83	44,418 19 48,861 15 38,936 98 30,746 53	12/ 6/11 12/ 5/11 4/24/12 12/ 8/11 5/ 3/12	100	3/11/1A	1		2½" Bit. Mac	Tioga Ulster Herk Oswego . Erie Ulster	55555
19   0. 18   1.	955 14,880 897 23.725	92,397 55	71,558 02	12/ 5/11	100	3/ 3/14		<b></b> .		Cattarau Allegany	5
13   1. 38   0. 03   0.	997 24,660 800 17,820 506 15,060	7,906 37	7,906 37	5/ 7/12	100	9/-/12	ļ. <b></b>	<b></b>	\ 	Allegany Jeffers	5
18 0.	850 19,090	41,546 98	41,546 98	5/ 9/12					{	Orange	5
54 4.	584 14,690	54,824 45	50,994 89	12/21/11		the same		1	}	Ulster Dela	5
74 0. 46 0.	704 14,170 623 13,410	30,828 39	30,828 39	10000	100	12/17/12		·····	Į.	Rock	5
77   1.	380 18, 250	122,416 88	····· {	12/ 4/11 9/ 1/14		******	}	ļ	Oiled	1 1	5
00 ' 0. 33   0. 37   0	811 13,278 751 12,610 805 16,290 839 11,500	71,497 41 50,451 56 86,856 77 40,860 22	86,856 77	12/4/11	100 100 100 100	6/23/14 12/10/13 12/17/12 12/31/12			Oiled Oiled Oiled Oiled Oiled	Essex Essex Essex	5 5 5
33 0. 54 0. 56 0. 33 0. 68 0. 63 0. 43 8. 66 0. 89 0. 14 0	755 10 570 755 10 570 775 13 500 732 10 240 864 15 500 945 15 040 270 13 188 849 16 780 717 10 746 700 52 030 \	26,850 79 85,697 51 102,785 67 88,046 86 69,631 21 111,285 88 17,791 15 76,174 49 12,198 11	85.697 51 102,785 67 88,046 88 69,631 21 111,285 88 17,791 15 76,174 49	12/ 4/11 12/ 4/11 12/ 4/11 12/ 4/11 12/ 1/11 12/12/11	100 100 100 100 100 100 100 100	8/27/13 12/17/12 11/—/13 12/20/13 12/ 4/13 12/23/14 11/11/12 2/10/14 12/17/12			Oiled Oiled	Essex Warren Essex Essex Hamil Tomp Clinton Ulster	555555555
07 0. 84 2. 11 0. 05 1. 67 0	.515 50,290 f .049 24,660 .921 12,100 .190 17,909 .924 12,130 .564 8,614	70,046 58 13,428 77 87,803 93 8,127 05 15,767 97	70,046 58 13,428 77 87 803 93	4/24/12 6/12/12 5/ 8/12	100	12/27/12 12/17/12			Oiled Oiled Oiled	Erie Fulton Scho Renss Clinton	5

### ANNUAL REPORT OF THE

### APPENDIX A - STATE HIGHWAYS JANUARY 1,

	M	LES	4			MAT	ERIALS USE	D IN	CONSTRUCTION	
		act	pavement	roadway	воттом			T	OP .	
Highway No.	Accepted	Under contract	Width of pa	Width of ros	Kind	Thickness	Kind	Thickness	Binder	Surfacing
5198 5199 5200	8.25		16 16 16-60	22-30	Sub Sub H Con. (8) (9).	6	App. St	3 4	Sc., water Sc., water	HO. (3)† HO. (10) Se., T. (17)
5201	1.07		16-27 16-27	32-36	Grv.Con(h)(16) Grv.Con(h)(16)	5 8	Br. (15) Br. (15)	4		
5202 5203	9.80		16	26-38 28	Gn	8	Gn	3	Ber. (1)	HO. (10)
5204	1.97		16 15	26 26-28	Sub	5	Li App. St	2	Sc., water	HO. (10)
	0.38		15-16 15-16 14-16	26-26	Grv	6 12 6	App. St App. St App. St Br. (10)	21	Se., water	HO. (10)
5205 5206 5207	1.54		16-24	30-38	Sub. Grv. Con. (d) (6) Sub	5 7	Br. (10)	4 3	Sc., water Asp. (1) Sc., water	10. (10)
5208	0.34		16 16	26-30	Sub. Grv.Con.(g)(13) Sub.	0	Li		Se., water	HO. (10)
	0.52		16 16	26	Sub	8			**********	
5209 5210 5210A	6.12		16	28 28	Grv. Con. (h)(1) App. St.		App. St App. St App. St		Asp. (1) Asp. (7)	
5210A 5210B	0.15		16 16	28 28	App. St App. St Sub.8" App.St.2"	5	App. St App. St App. St Br. (10) Grv App. St	3	Asp. ( ) MM-1 Asp. (1) Asp. (7) Asp. (10) Asp. (10)	
5211	0.29 7.75		16 14-16	28 24-28	Grv.Con.(d)(16)	5	Br. (10) Grv	1		
5212	1 50		16	26 26	Sub	- 0	LADD, OL.	1 1 3	Sc., water	HO. (4) Glu
5213	0.77	;;;;;;;;;;;;;;;;;;;;;;;;;;;;;;;;;;;;;;	17 16 16	26 26	Sub. App. St Suo.6"Ap.St.3" Sub.	9	App. St App. St	3	Se., water Se., water	HO. (1)
5214 5215	5.09 10.72		16 16	26	Sub	6	App. St App. St	3	Asp. (10) Se., water	HO. (10)
5216	1.07		16 16		Sub	6	Li Grv.Con(4)	3 6	Sc., water	Glu., HO. (4)
5217 5217A	1.14	\$ 5.81 0.42 0.59	16 16	32			F Con. (4). F Cn.(4)Re.	6		**********
5218				32 24-26	Grv	6	F Con. (4).	6 3	Sc., water	
5219 5220	2,4/	4.87	16-34	26-38 32-38	SCon(d,h) (8,10) Grv. Con. (16)	9	Bitu Br Lo. St	4		
5221	2.61		16	30	Sub. 6°, Lo. 4°	10		3 3	Asp. (1) Asp. (1) Sc., water Sc., water	HO (10)
5223	0 40	3.0.0	16	26 23-28	Grv. Con. (16) Lo. St. Sub. 6", Lo. 4" Sub. Sub. 6" Ap. St. 6"	12	App. St App. St H Con. (6).	3 6	Se., water	HO. (10)
5224 5225	9,45 0,53		15 16			6	Ann St		Sc., water Sc., water	Sa. HO. (3). HO. (10)
5226	3.67		16 16	30	App. St	6	App. St	3	Asp. (1)	T (7) HO (2)
5227 5228	0.35		115	22-26	S Con. (d) (9) Sub App. St. †	6	App. St	3	Sc., water Sc., water Sc., water Asp. (1) Asp. (1) Asp. (7) Asp. (7) Sc., water Asp. (1, 7)	1.(7) HU. (3)
5229 5230	4.71		16 14-16	26	Sub	8	App. St Li Sst	3	Sc., water Asp. (1, 7)	
5231	2 62 5.23	*******	14-16	26 28	Sub.6"AppSt.6" App. St App. St	12	Grv	3 24	Asp. (1, 7) Asp. (1, 7) Asp. (1) Asp. (1)	
5232	-51+1+3		16 16		Market and the second	3	App. St	3	Asp. (11) MM.	
5232A		10.31	16 16	28-32 28-32	SCon.(3, 14, 17) Grv. 6*, S Con. (3, 14, 17)	41	App. St		Asp. (11) MM. Asp. (11) MM.	
5232 5232 A			*******							
5233	2.81 0.58	******	16 16	26 26	Sub.6"AppSt.6"	6 12	App. St	3	Asp. (10) Asp. (10)	
5234	8.32		14	26	Set	3	Set	3	Asp. (1, 8)	

<sup>\*</sup> See Appendix B, list by counties. † Changed from original plans.

- E		Coerrs `			_		P	RBSENT	PAVEMENT		1
Equivalent 10' mileage	Per equare yard of pavement Per mile of 16'-	Total	State's share	Date of con- tract	Per cent completed	Date of acceptance	Year resurfaced	Miles	Туре	County	Highway No.
4.62 8.25 6.16	0.732 12.0 0.624 10,1 1.710 23,2	203 141,245 70	\$55,505 40 86,833 32 131,668 55	6/12/12 9/18/12 5/ 7/12	100 100	11/26/13 12/15/13 10/ 6/13			{	Greene Clinton Broome. Chen	5198 5199 5200 52J0
1.39 0.58 3.02 9.80	1.794 31,8 2.111,84,7 0.965,17,6 0.946 0.523 7,2	790 { 905 43,482 77	1	4/24/12 4/25/12 4/24/12	100 100 100	1/15/14 1/24/13 12/31/12		•••••	Oiled	Chautau Otsego	5201 5202 5203
1.97 2.55 1.26 0.56 4.98	0.523' 7, 0.950 11, 0.735 9, 0.963 11, 0.951 12,	294 238 61,551 96		5/ 9/12	100				Oiled	Steuben.	5204
1.64 5.47 9.34 10.13	2.050 26,4 0.782 12,6 1.994 22,8 0.918 12,7	456 43,368 44 629 69.061 69	41.500 00	4/26/12 4/25/13 6/21/12 6/13/13	100	12/31/12 11/26/12 10/14/14 1/12/14		1 48	Oiled	Saratoga Tomp Chem	†5206 5206 5207
9.50 1.09 3.06 6.12	0.367 1.530 20,2 0.876 14.4	 	62,363 17 11,188 57	4/26/12	100	11/26/12 11/26/12 2/ 8/14 7/ 8/14	1916	10.33	24" Bit. Mac Giled	Schuy Herk Orange	5209 5210
0.48 0.15 0.08 0.37	0.887 11,8 0.978 12,0 1.082 13,0 1.940 25.8	510 5,525 65 050 2,223 10 030 8 833 108,743 74	5.525 65	5/ 9/12 4/ 3/14 8/19/14 5/ 1/12	100 100 100	7/ 8/14 12/ 7/14 5/21/14			Oiled	Orange Orange Steuben.	5210A 5210B 5211
7.53 2.44 1.50 2.23 0.77	0.604 12, 0.571 10, 0.606 10, 1.030 12, 1.380 16, 1.080 18,	1921 I AN 290 29		4/27/12 4/20/12	100	1/28/13 12/17/12	1915	3.94	Bit. Mac. 24 Oiled	Steuben. Tomp	5212 5218
1.34 5.09 0.72	0.666 10,8	75,047 88 811 110,536 93	75,047 38 110,536 93	4/24/12 6/13/12		12/28/13			Oiled	Tomp Tioga Broome.	5214 5215 5215
1.07 1.13 5.81 0.42	0.908 15,3 0.617 16,3 1.217 15,3 1.843 16,3	825   510   115 000 00	16,899 85 18,978 31 115,000 00	4/24/12 9/17/12 11/ 2/14	100 100 78	12/17/12			Oiled	Chen Chautau Chautau	5216 *5217 5217A
0.59 4.27 3.75 4.89	1,593 18,8 0.655 13,2 2,220 31,1 2,150 29,2 1,090 12,8	524 104,404 80 291 142,500 00	56,726 22 115,000 00	6/17/12 4/23/12 5/ 3/12 4/23/12	100 100	12/10/13 11/18/14 8/ 4/13			Gilled	Chem Herk Niagara.	5218 5219 5220 5221
2.08 2.61 5.53 0.40 8.54	1.890 15, 0.748 12, 0.943 14, 1.220 17,	745   814   73,751 60	73,751 60	5/ 3/12 5/ 1/12	100	10/15/18	1915	8.54	Oiled	Oswego Renss Sullivan.	# <b>5222</b> 5223
8.85 0.53 3.67	0.815 10,9 0.993 30,0 0.907 13,8 0.856 12,8	99,930 08 900 15,899 80 885 94,998 63	94,998 68	4/17/12 4/30/12 4/25/12	100 100 100	1/22/13 10/ 6/13 9/11/14	•••••		Oiled Oiled Oiled	Steuben. Tomp West	18224 5225 5226
4.58 0.35 2.12 4.71	0.760 16,1 0.902 11,9 0.784 10,8 0.770 15,3	995 } 26,913 32 385 } 368 72,272 35	72,272 35	5/ 1/12 10/17/12 3/ 7/14	100	1/ 4/14 2/19/15			Oiled	Warren Clinton Otsego	5227 5228 5229
4.38 2.38 3.31 2.54	0.734 11,3 0.930 13,1 1.000 12,7 0.554, 8,3	198 { 774   61,020 66	55,252 96	6/14/12 6/26/12 10/30/12	100	1/ 2/15 12/ <b>2</b> 7/12			Oiled	Seratoga West Suffolk	5280 5231 *5232
10.31 1. <b>2</b> 8	1.390 19,2 1.800 23,0	210 } 222,000 00	222,000 00	5/16/14	98			•••••		Suffolk Suffolk	<b>5232</b> A
2.81 0.58 7.28	0.652 12.8 0.981 15.0 0.711 14.7	102 i ſ	116.442 08		١	12/23/13			Oiled	Suffolk Greene Sullivan.	5232A <b>523</b> 8 •5234

See page 518 for explanation

### APPENDIX A - STATE HIGHWAYS JANUARY 1.

	Mr	LES	*			Mat	brials Usbi	m (	Construction		<b>P8</b>
ايد		15	remen	dway	BOTTOM	_		70	Þ	ļ	
Highway No.	Accepted	Under contract	Width of pavement	Width of roadway	Kind	Thickness	Kind	Thickness	Binder	Surfacing	Square yards of ment
5234A		0.39 0.19	74 14	26	Set Old Mac., Set	3	Sst Set	3 3	Asp. (10) Asp. (10)	Tr., CO Tr., CO	3,9
5235	8.12 0.57	7.86	14 16	26 26	Old Mac	6	App. St	3	Asp. (10) Asp. (10)	Tr., CO	64,5 29,2 5,3 57,0
5236 5237	6.06 4.23		16 16 16	22-26	Sub	12 6 6	App.St	8	A.E.D. (10)	HO(10) T(17) HO(10) T(17)	57,0 39,7
5238 5239	6.21 6.18		16 16	22-26	Sub	ı v	App. St App. St	3	Asp. (7) Asp. (1)		8,2 57,9
5240 5240A			16	26	1 <b></b>		App. St		Sc., water		
5240   5240 A	} 5.68		16	26	Li	4	<b>ü</b>	8	Sc., water		53,3 53,3
241 241 A			16 16	26 28	SubOld Mac. Lo. St	6 2	App. St Li	1 3	HO. (10) So., water	L.C. T(17)	29,4 29,6
5241 5241A											
242	8.22		16 16	26 26	Sub. (puddled). Sub.	6	App. St	i	Sc., water	Glu., Tra (1).	<b>30</b> ,
5243	• • • • • • •		16	26 26	Sub	6	Lo. St Br	8	ID (1)		7,0 38,2 1,5
5243A			} 16 16	26 28	Sub	6	Tr Li	3	Ber. (1)		7,0
			16	28 26	Set Brick repairs	4	Li	8	Asp. (10)		36
243B			16	26 26			Tr	2	Asp. (11) HO. (11)		8, 29,
243 243A											
243B 244	7.66		14-16	26-28	Grv	6	App. St	3	T. (17)		63, 32,
245	₹ 3.86		14-16	26-28	Grv. Grv. 6", Grv. 6"	12	App. St App. St	8	T. (17) T. (17)		
245A 245		5.96	16	32			F Con. (16)	6			59,
245A 246	6.50		14	224-24	Sub	8	App. St	3	14 (10)		53,
247			( 16	26	1		1	3	Sc., water		42,
247A			16-34	21-34 26	Li Sub	8	Li Li	8	Sc., water Asp. (10) Sc., water		12
247 247 A	₹ 4.50 0.99		16-34	26 21-34	Li	4	Li Li				63, 42, 12,
248	6.71		16 16	26 26	SubApp. St	8	Li App. St	3	Asp. (10) Sc., water Asp. (17)		63 169
	1 2.62		16	i		ı		ļ		T. (17)	
249	2.22		16	30	Grv. Con. (h) (6) Grv. 6 Grv. Con. (h) (6)	6		<b></b> .		T. (17)	20.
250 251	7.00 4.25 7.37		16 16	30 26–30	(h) (6) Sub Grv.Con.(h)(1).	6	H Con (10)	5-P		Doly	67. 40.
252	7.37		14	28	S Con (17)	Ò				T. (16), HO (3, 4) Glutrin	60,
253 253 A			16	l	Sub. (puddled).	6		<b> </b> -	Sc., water	Glutrin	<u>:</u>
253B 253C			16 14	26 24-26	Sub	6	Slag Slag	3	Sc., water Li., Sc., water		
253D			16	26		····	Slag (a) F. Con. (a) (5)	5		l	
			16	26 26			Slag	3	So., water	Slag, T. (17).	
253E	5.50		14	26 26	Sub. Sub. Sub. Sub.	6	Grv	8	Sc., water	C. T. (17) Głu.	45,
			16 16	26 26	SubSub.	6	81 81	 3 3	Sc., water Sc., water		
253			16	26 26	Sub	6	If Con	3	So., water	C. T. ( )	
			14	24-26	Sub	6	App. St 81	8	Li., Sc., water Sc., water		

<sup>\*</sup> See Appendix B, list by counties. † Changed from original plans.

20			Costs			70		P	RESERT	PAVEMENT		
Equivalent 16' mileage	Per square yard of pavement	Per mile of 16'- 26' highway	Total	State's share	Date of con- tract	Per cent completed	Date of accept- ance	Year resurfaced	Miles	Туре	County'	Highway No.
0.34 0.17	1.067 0.575	16,350 11.830	\$65,200 00	\$65,200 00	4/ 1/16	48					Sullivan.	528
6.88 3.12		7,310 14,366 18,335	55,272 67	55,272 67	6/12/12	100	10/30/13			Oiled	Essex	521
0.57 6.06			87,550 49 58,727 07 92,821 94	87,550 49 55,927 61 92,821 94	6/11/12	100	4/21/14				Essex Albany	523 523
4.23 6.21	0.778	18,884 14,976	92,821 94	92,821 94	6/11/12 6/12/12 6/12/12	100	11/29/13 10/15/13			Oil-3	Essex	521 521
6.18		16,675 3,260	97,229 79 18,523 65	18 523 65	1 8/13/12	100	12/23/14	1	1	Oiled	Otsego	*52
5.68 5.68	0.796 0.796	10,450 13,720	59,383 57 77,907 22	59.383 57	5/15/14	100	8/17/15			Oiled	Otsego	524 524
3.14		9,398	29,500 00	1	l	100				{	Otsego Broome.	524 •52
3.16	0.694	12,571	40,065 96	40,065 96	8/26/15	100	11/29/16				Broome.	524
								ļ				52 524
3.22 0.81	0.589	10,129	······		6/12/12	100	4/4/16				Broome.	*52
4.07	1.086	I	70,168 84	70,168 84	6/14/12						Broome.	*52
0.17 0.01	1.929					1		ļ				
n 82!			<b>}</b>		10/18/14	100	2/ 5/17		ļ		Broome.	52
3.57 0.04	1.600		lf								L	
0,92 3.13	0.572 0.136		24,283 35	24,283 35	10/17/14	100	10/28/15			• • • • • • • • • • • • • • • • • • • •	Broome.	52
			<b></b>			ļ						52
::::												52 52
6.79 3.44	1.080	13,350 16,297	) 151,075 17	151,075 17	11/30/12	100	6/19/14		•••••	Oiled	Сауцда .	†52
	l <b></b>	1	4.451.57	4,451 57	9/17/12	<u>.</u> .	. <b>.</b>				Chautau	•52
6.82	1.257	16,070	102,700 00	102,700 00	11/ 2/14	58					Chautau	52 52
5.69		17,808	106 800 80	105,210 54	4/ 2/14	1	6/ 4/15				Dela	52 52
	. <b></b> .	J	39,247 40	87,960 94	6/13/12	100	0/ 4/10				Otsego	*52
4.50 1.31	1 123	11,615 14,140	136,784 83	133,516 05	5/12/14	100	12/ 3/15		<b></b>	Oiled	Otsego	524
6.77 4.50	0.692	10,095 14,820 17,345 13,300	{					ŀ				
1.31 6.77	1.123	17,345	176,032 23	171,476 99	6/ 3/12	100	12/ 3/15				Otsego {	52 52
8.00	0.945	14,930	268,930 10	268,930 10	6/13/12	100	11/27/14	<b> </b>	ļ. <b></b> .	Oiled {	Oneida Herk	52 52 52
2.62	1.130	14,361	74,018 43	74.018 43	6/13/12	100	12/27/12	1018	4 94	2" MM-2	Onon	52
2.22	1.830	16,218	<b>!</b>	1	1	1	1 ' '			i		
7.14 4.26	0.810	13,440 11,500	96,830 24 51,832 49	96,830 24 51,832 49	9/18/12 6/12/12	100	11/ 6/13 12/31/12			Oiled	Oswego	53 52
6.47	0 926	12,760	87.014 99	1	1	100	10/24/13			Oiled	Ontario	52
7.20					6/14/12	100	10/24/13		ļ	Oiled	Ontario . Steuben .	*52
0.21					10/20/14	100					Steuben. Steuben.	52 52
4.37	ļ		<u> </u>		6/30/14					Oiled	Steuben.	52
0.27	<b> </b>		[]		0.000		4.65.45			0" 1		
1.83 3.89			11		8/19/14		1	1	ļ	Oiled	Steuben.	52
4.81	0.84	11,760	ļ		8/30/15	100	1/ 8/17	1			Steuben.	52
1.00		ļ							1		1	
0.21 3.89 0.27	<b> </b>		<b> </b>	l		l	<b></b>				Steuben.	52
5.50	H					١	1	ļ	1			"
5.50 4.37 1.83			ļ									

#### See page 518 for explanation

## APPENDIX A — STATE HIGHWAYS JANUARY 1.

i	Mı	LBS	#			Мат	ERIALS USE	D IN	Construction		- 94 84
		t g	Vernera	roadway	BOTTOM			T	)P		70 P
Highway No.	Accepted	Under contract	Width of pavement	Width of ros	Kind	Thickness	Kind	Thickness	Binder	Surfacing	Square yards of
5254 5256	3.92 {3.09		16 16	26 28	Sub	6	Grv	21		CO. (10)	36,9 29,0
5256 5257	0.76 3.10 9.51		16 15 16	28 28 26	Sub.6"App.St.6" Sub Sub	12 †6 6	Set App. St	3	Sc., water So., water	HO. (10) HO. (8, 7, 16).	29 0 70 29 1 89 2
5258 5258A	1.40	{ 4.75	30 16-47 16	30 25–47 26–32 24–32	Grv. Con. (d)(8) Grv. Con. (1)(4)		Br. (10) Br. (15) F Con	4 6			3,7 18,1 44,7
5259	${1.39} \atop {1.17}$	0.60	23-40 12	28-40 32	S Con. (i) (4. 5) S Con. (4) S Con. (4)	6 5 5	Br. (15) Br. (9, 15).	4		Sc., T. (17)	21,8 8,2
5259A 5260 5261 5262	4.29 3.01 4.44 2.15		16 16 16 16–38	32 30 30 30–38	Sub	 8 5	F Con. (16) App. St Li	8	Asp. (5, 7) Asp. (4)		40,2 28,2 41,7
5263 5268A		{ 5.38 0.13	16 16	32 32	(11)		Br. (34) F Con. (4). App. St	4 6 3	So., water		25, 50, 1,
5263 A 5263 A 5264 5265	4.50		16 ∫ 24–32	32 32	Grv.Con(h)(11) Grv. Con. (1, 4)	 6 5	Br(1,14.22)			T.(17)HO.(8)	42
5265A			16-20 20-44	32 20-44	Grv. Con. (1, 4) 8 Con. (4, 11, 20, 22) Grv. Con. (h)	5	Br(1,14,22)			T(17)HO(17)	13, 31,
5265 5265 A	2.43		16, 20 24, 32	32 32	Grv. Con. (h)	5				Т. НО (17)	12,
0200A	0.98		20-44	20-44	Gry. Com. (h)	5 4	Br(1,14,22) Bt(1,14,22)	4	<u>.</u>		13, 19, 32,
52 <b>6</b> 6	3.49 0.95 0.51 1.35		16 16 16	28 28 28 28 28	App. St. Fld. Sub. Fld. 6, App. St. 3 Fld. 6, App. St. 3	3 6 9	Li Li Li Gra	3 3 3	Sc., water Sc., water Sc., water Asp. (1)	H. O. (10) H. O. (16) H. O. (10)	8. 4. 12.
<b>5267</b> 5268	1.01 8.45 5.38		16 16 16	28 28 26	Fid. 6, App. 8t. 8 Fid. Sub App. 8t Fid. 6, App. 8t. 8	3	Grn Li App. St	8 3	Asp. (1) Sc., water Asp. (1, 13)		79 50,
5269 5270	13.38 5.68 1.24		16 16 16-24 16	26 26 26 28-46 28-28	Li Fid. Sub	9 6 34 7	App. 8t App. 8t Li		Sc., water		5, 185, 55, 11,
5271	1.34 0.20 2.23 1.73		16 40-110 45-16	28	S Com (1)	4-7 6 3	Li Li.	3	Asp. (7)	T. (16) L. Sc.	12, 7, 21.
5 <b>272</b> 5273	4.26 6.30		16 12-16 16 16	23-28 22-30 32 30	Fld. Grv. Grv.Con(h)(16) Gv.6"S.Con(10)	4	Li Li Sn., Sc Sn., Sc	3 3 	Asp. (7) Asp. (7) Asp. (1) T. (17), MM T. (17), MM	Sc.,T.(16,17).	16, 33, 59, 18,
5274	1.96 2.72 1.99		16 16	30 26	8 Con. (d) (10). Grv. 6 Grv. Con. (10).	6	Sn Sc	1,	T. (17), MM T. (17), MM		25,: 18,:
527 <b>4</b> A	8.66 0.18 (5.16		16 16 16	30 22-24 30-32	Grv. Con. (10).	4	App. St	1 1 3 2 2	T. (17), MM T. (17), MM Asp. (21) Asp. (7) Asp. (7)		34, 1, 48,
5 <b>27</b> 5	2.72 0.21 0.03		16 40-47 40-47	30 42-49 42-49	App. St. Sub.6"App.St.4" S Con. (d) (1) S Con. (d) (1)	10 6 6	App. 8t App. 8t Br. (22) St. Blk	2 4 4			25, 5, 1,
5276 5277	5.11 1 06 0.31		16 16 39-44	30 30 42–47	H Con. (10)	5	H Con.(10) Br. (12) Br. (7)	5½ 4		T. (17) Sc	48, 9, 5, 7,
	{ 0.72		16	32-43	Grv. Con. (g) Grv. Con. (g)	6		٠٠٠٠		†Dolarway	7.3
5278 5278A	3.12 0.21		16	2/6	Grv. Con.(h)(\$)	6	FCon(a)(2) Qrs. Qrs.	6 3	Sc., water Sc., water	HO. (10) HC.T. (17)	<b>3</b> 1.
5278 5278A	0.33				App. St	3	Qrs		Sc., water	HC. T. (17)	3,1

<sup>\*</sup> See Appendix B, list by counties. † Changed from original plans.

ileage			Costs			w l		Pr	LESENT	PAVEMENT		
Equivalent 16' mileage	Awadaid of 100 100 100 100 100 100 100 100 100 10	Total	State's share	Date of con- tract	Per cent completed	Date of acceptance	Year resurfaced	Miles	Туре	County	Highway No.	
3.92 3.09	0.573 0.496	7,922 6,196	\$31,059 78 26,626 50	\$31,059 78 26,626 50	6/15/12 7/22/12	100 100	11/12/13 8/21/13	1916 1914	0.97	24" Bit. Mac WB. Mac	Steuben. Steuben.	5254 15255
0.76 3.10 9.51 0.39	0.778	6,196 9,286 12,238 13,653 25,168	38,516 25			100	9/ 4/13 9/28/14			Oiled	Tomp Tioga	5256 5257
1.96 4.77	1.718	25,439 17,345 27,670	53,618 46 1 106,400 00	41,604 61 101,900 00	6/14/12 3/29/15	94					Cattarau	*5258 5258A
0.84 2.33	1.763	21,820	62,718 19	1	!	100	2/ 8/15				Cattarau	10.0
0.88 4.29 3.01 4.44	1.117 0.841	11,000 14,840 11,869 14,320	36,514 54 63,580 91	36,514 54 63,580 91	6/ 9/15 6/13/12 6/10/12	100 100 100	1/ 3/17 10/ 6/13 11/12/13				Cattarau Chen Chen	5259A 5260 5261
2.70 5.40	1.200	23,607 16,140	59,701 72 12,012 31 } 95,500 00	12,012 31	9/17/12	56	13/18/14			•	Chautau Chautau Chautau	5262 *5263 5263A
0.13 4.50 1.43	0.841 2.420	15,410 13,515 28,320	63,776 46 \ 81,900 00	63,776 46 64,500 00	8/ 8/12 6/14/12	100	10/27/14				Cattarau Cattarau	5263 5263A 5264 *5265
3.38 2.63		9,550 28,630	53,765 84	20,863 52	7/16/15	100	12/18/16				Cattarau	5265A
2.00	1.000	20,000	05,700 84	20,003 02	1/10/10		11/10/10				Charlette Bit	5265
											•••••	5265A
3.49	0 559	10.034	;·····									
0.95 0.51 1.35 1.01	0.670 0.826 0.964	11,110 12,637 12,900 15,420	87,033 98	87,083 98	6/14/12	100	10/ 6/13				Jeffers	5266
8.45 5.38	0.597	9,753 17,779 23,248	83,587 66 109,299 89	88,587 66 109,299 89	6/14/12 6/12/12	100 100	8/14/14 6/11/14			Oiled	Jeffers Hamilt	5267 5268
0.63 13.88 5.92 1.24 1.34	0.941 1.124	10,584 12,080 14,100 11,720	141,613 83 89,902 06	141,613 83 87,141 03	6/11/12 6/15/12	100 100	11/ 4/14 3/ 3/14			Oiled	Jeffers Livings	5269 5270
0.76 2.25 1.73	0.879 0.965	12,530 13,340 13,000	77,956 03	71,325 30	6/11/12	190	6/ 4/14		• • • • • •	Oiled	Livings.	5271
3.44 6.30 1.96 2.72	0.820 0.787 1.170	14,785 11,504 13,875	57,814 76 75,530 72	57,314 76 75,530 72		100 100	12/15/13 11/12/13			Oiled	Livings. Livings.	5272 †5273
1.99		11,525 15,880	139,725 05	139,725 05	6/13/12	100	10/24/13	1916	0.88	2" Amiesite	Onon	5274
3.66 9.18	1.134	18,505	) 2,821 13	2,821 13	10/29/15	100	7/12/16				Onon	5274
5.16 2.72 0.63	0.803 0.967 2.030	11,254 12,707 22,562	111,921 92	97,752 85	6/12/12	100	3/31/14				Oawego	5275
0.10 5.14 1.06	4,230 1.147	49,180 14,210 24,020	95,547 75	95,547 75	6/11/12	100	1/15/14				Oswego	†5276
0.62 0.88	2.327	32,430 18,570	31,880 62	22,125 83	6/14/12	100	10/23/13				Saratoga.	5277
3.12	1.130	12.250	;····································	· · · • • · · · · · · ·	6/11/12		•••••			••••••	Renss	*5278
0.21 0.33	0.499	6,327 8,673	46,221 57	46,221 57	11/ 4/14	100	1/18/16		•••••	•••••	Renss	†5278
•••••			••••••				• • • • • • • • • • • • • • • • • • • •		•••••	• • • • • • • • • • • • • • • • • • • •	·····{	5278A

### APPENDIX A - STATE HIGHWAYS JANUARY 1.

	Mn	LBS	4			MAT	erials Uses	) IN	Construction		20.00
,		act	1901	dway	BOTTOM			TC	)P	1	1 -
Highway No.	Accepted	Under contract	Width of pevement	Width of roadway	Kind	Thickness	Kind	Thickness	Binder	Surfacing	Square yards o
5279	0.66		16		Sc. Grv.Con (d) (16)	5	Br	4			6,
	5.99		16	32	Sc. Grv. Con (d) (16)	5	1	14	Asp. (3)MM		56.
5280 5281 5282	1.77 6.88	1.57	16 16	28 26	Sub	6 5	App. St F Con. (14) App. St	61-P	Asp. (1)	Sc., Ber. (1)	14, 16,
5283	18.91		16 <del>-44</del> 14,16		8 Con. (16) 20).	1	Gn	2	Asn. (1)	T. (16, 17)	67 157
5284	11.66		14, 16		Sub Gra. Sub	6	Gra	3			
5285 5286	14.90 4.12		14 16	26	Sub Fld. Sub	6	App. St App. St Li	3	Asp. (1, 7, 8) Sc., water Asp. (11) Sc., water	H. O. (10)	121 44 5
5286A 5287	5.99	0.62	16 14 13–32	26 28 30-40	Fld. Sub Fld Sub S Con. (d) (10).	6	App. St	3	Asp. (11) Sc., water	H. O. (11)	49
5288	1		20				App. St Br. (9, 23, 27, 31) App. St	4 3	Assp. (1) H. O. (10)		41 21
5289	3.65		16	i e	Sub		App. ot	î	1	i	34
5290 5291	7.01 1.75		16 22-40	30 24-40	Sub	6	App. St	3	Asp† (8) Ber. (1)		
3292	0.87		14			1 2,	Br. (10) App. St	3	Asp. (1)	** . Y *** ;	27 7 56
298 294	6.01		16 16			6	App. St App. St Br. (23)	8	Asp. (1) Sc., water Sc., water	H. O. (10)† H. O. (2)	
295 296	3.97		32 16 16-40	26-32	Sub. Sub. Grv.Con(d)(13) Sub. App. St. S Con.(d)(1, 24) App. St. Old Telford. S Con. (3)	5 6 3	App. St	3	Sc., water	Ghu., H.O(16)	37 15
290 3297	l\ 0.29		40 16	40 98	S Con.(d)(1, 24)	5	App. St Br. (22) App. St	4 3	Asp. (7)		26
5298	1.09		16 16	28 28	Old Telford S Con. (3)		App. St	3	Asp. (7)		10 25 25
298A			16 16	28 28	App. St Sub.6", Ap. St.2" S Con.		App. St App. St	3	T. (16)	T. (16)	25 38 1
5298	∫ 4.16		l 16	28 28	Sub.6", Ap.St.2" S Con	8	1	3	T. (16)	T. (16)	25 38
5298A	IL 2.08		16 16	28 28	App. St Sub.6", Ap. St.2"	8	App. St App St Grv	3	T. (16) T. (16)		11
5299 5300	0.72 0.60 1.04		20-55 20-55	82-55 32-55	Sub.6", Ap. St. 2" S Coa. App. St. Sub.6", Ap. St. 2" Grv Sub. 12", Grv. 4" Grv	16	Grv	2	Ber (1)	Asp. (1) Asp. (1)	10
5301	(12.78		16 16		Grv		Grv F Con. (5, 6,		Sc., water Sc., water Asp. (1) Asp. (7) Asp. (7) T. (16) T. (16) T. (16) T. (16) Ber Ber Ber (1)		
301 A	{		10		(Shoulders)		Gry	6-P	Sc., water	CO. (10)	122 23
5301	12.78			<b>32-4</b> 0		ļ		1	ł		123
301 A 5302	6.40		16-40	32-40	(Shoulders) Grv.Con(h)(11)	! . 5	14, 15, 17) Grv	3	Sc., water	CO. (10). T (16) HO. (4)	65
5303		l	28-45	26-45	(Shoulders) Grv.Con(h)(11) Grv. Con. (h) (10, 13) Sub	5	Br. (31)	4	7.7.78.##:		18. 107
5304 5304A 5305	11.34		16 16	15-50	Sub Li	6	App. St	3 3	Asp. (1) Ber. (1) Asp. (1) Asp. (1) Ber. (1) Ber. (1)		16
5306	6.25 6.82		16	28	Li	3	Li	3	Asp. (1)		58 66
5307 5308	7.79 2.51	. <b>. </b> .	16 16-24	28 32–38	Sub	6 3	Li	3	Ber. (1) Ber. (1)		73 27
5309	1.30		∫ 16–57	28-57	Grv. Con.(a) (4) Sub Fld S Con. (d) (11, 13, 15) S Con. (d) (11) 13, 15) App. St	6	Bitu	2	\/		24
			30	30	S Con. (d) (11) 13, 15)	8	Bitu App. St	2	ļ <u></u>		11
5310 5311	0.95 4.92		†20, 22 16	26-30 24-26	App. St	6	App. St App. St	3 3	Asp. (1), Trn. (1) Asp. (7)		46
5312				21-50	S Con. (13)	5	Br (18)	4			16
5312A	•••••	•••••	16 16	32 32	SubGrv	1 6	Li. & Si Li. & Sl	2 2	Asp. (2) Asp. (2)	•••••	

<sup>\*</sup> See Appen lix B, list of counties. † Changed from original plans.

leage			Costs			-		P	rbsent	PAVEMENT		<del></del>
Equivalent 16' mileage	Per square yard of pavement	Per mile of 16'- 26' highway	Total	State's share	Date of contract tract		Date of acceptance	Year resurfaced	Miles	Туре	County	Highway No.
0.66		24,955	138,592 05	138,592 05	6/17/12	100	12/26/13				Monroe.	5279
6.03 1.57 1.77	1.191	19,830 31,370 10,575	33,900 00 18,779 16	38,900 00 18,779 16	7/20/15 6/13/ <u>1</u> 2	10 100	12/31/12			Oiled	Nassau Saratoga.	5280 5281
6.17 16.78 9.20	0.824	12,417 11,213 12,131	89,135 39 195,402 59 120,919 05	85,687 88 195,402 59 120,919 05	6/13/12 6/12/12 6/12/12	100	10/28/14 10/ 8/14 10/29/13			Oiled	Seneca St. Law. St. Law. Frank	5282 5283 †5284 †5284
12.93 4.12 0.62 5.24	0.583 0.937	12,480 10,849 17,715 12,465	170,484 74 48,517 86 11,600 00 69,239 05	170,484 74 48,517 86 69,239 05	6/12/12 9/17/12 10/30/14 6/12/12	100 100 100				Oiled	St. Law. Scho Scho St. Law.	5285 *5286 5286A 5287
4.41 2.32 3.65	2.837 0.673	28,639 8,311 14,353	} 142,530 98 52,386 87	73,753 82 52,386 87	6/27/12 6/21/12	100 100	5/12/14	1916	0.97	21° Bit. Mac. (	St. Law.	5288 5289
7.01		13,360	93,625 91	93,625 91	6/12/12	100	1/ 7/14			Oiled	Chem Wayne	5289 5290
2.89 0.77 6.01 6.69 0.86	2.014 0.906 0.736 0.797 2.130	86,790 16,534 11,119 11,632 26,668	86,033 41 13,540 77 67,246 72 78,831 81 } 82,677 03	47,025 06 18,540 77 67,246 72 78,831 81 67,874 08	6/12/12 6/12/12 6/30/12 6/15/12 7/ 1/12	100	1/ 8/13 9/ 4/13 10/23/13 12/ 3/14 11/ 4/14			Oiled	Yates Cortland Wash Tomp Schuyler	5291 5292 5293 5294 5295
8.97 1.70 0.72	0.750 2.270	26,668 15,604 18,476 32,844	44,482 36	20,040 88	6/11/12	100	5/19/14			Oiled	Sullivan.	5296
2.78 1.10	0.702	11,575	38,400 52	53,466 52	6/11/12	100	7/ 9/13				Orange	5297
2.68 2.68 4.16	0.683 0.178 0.986	1	48,960 37 63,327 89	48,960 37 63,327 89	8/11/12 5/15/14	100	1/25/15				West	*5298 5298A
0.19 2.68 4.16 0.19	1.236 0.866 0.986	14,850 16,030	112,288 26	112,288 26		100	1/20/13				West	5298
1.27	1.450	18,370 18,005 26,144	49,173 73	30,571 58	6/15/12	100	7/14/14		· · · · · · · · · · · · · · · · · · ·		Suffolk	5299
1.04	1.441	17,160	17,845 93 7,570 27	17,845 93 7,570 27	7/10/12 10/13/12	100	12/31/12				Suffolk Suffolk	5300 5301
13.08 2.45	0.994 0.245		}		3/12/14	100	10/27/16				Suffolk	†5301 A
13.08 2.45 6.95	0.994 0.245 0.788	12,950	86,900 35	79,456 16	6/12/12	100 100	1/15/14	 1916	0.57	2" Amiesite	Suffolk {	5301 5301 A 5302
1.93 11.34	2.074	31,210 12,730	47,322 16 144,336 11	20,547 58		100				Oiled	Oneida Jeffers	5303 5304
1.70	1.145	13.300	191,989 37	91,989 37	6/13/12	100	12/11/13 8/ 9/15			Oiled	Jeffers Niagara .	5304 A 5305
6.25 7.13 7.79 2.89	0.899 1.897 0.868	10,990 22,182 11,240 11,459	159,394 51 87,541 19 33,234 47	151,373 30 87,541 19 29,861 58	6/ 8/12 6/12/12 6/17/12	100 100 100	3/ 3/14 11/29/13 12/ 2/13			Oiled	Niagara. Oneida St. Law.	5306 5307 5308
2.58	2.178	32,185	70,986 27	33,867 55	6/27/12	100	1/ 6/14				Lewis	5309
0.09 1.23 4.92	2.422 0.782 0.852	34,475 18,800 14,840	19,926 18 73,070 36	13,916 72 73,070 36	6/11/12 6/17/12		11/ <b>29</b> /13 10/ <b>3</b> 0/13			Oiled	Renss Clinton	5310 5311
1.75 4.01 0.77	2.068 0.851 0.785	11,406 10,781	62,013 02 56,024 32	43,405 92 56,024 32	9/17/12 5/15/14	100 100	3/30/14 12/17/14				Allegany Allegany	5311 5312 5312A

## APPENDIX A - STATE HIGHWAYS JANUARY 1,

l	Mn	LES	ید			Mat	erials Uset	M (	Construction	
-		ret	of pavement	roadway	воттом			TO	P	
	Accepted	Under contract	Width of pa	Width of ro	Kind	Thickness	Kind	Thickness	Binder	Surfacing
	1.16 4.01 0.77 0.17 1.09 0.21 0.29 5.17		16-50 16 16 16 26 32 16 16	32 32 32 32 26	Grv.Con(d) (13) Sub. Grv. Sub. Grv.Con. (g) (9) Sub. S Con (d) (10).	5 6 6 6 5 6	Br. (18) Li. & Sl Li. & Sl Sl Br. (25) App. St Br. (1), (25) F Con. (a)	4 2 2 3 4 3 4	Asp. (2)	
	8.09 4.97		16 18 20 16	26-82 26-82	Qrz	3 5 5 4	Qrs Br. (22) Br. (3)	7-P	Asp. (10) Asp. (7) Asp. (2)	
	{ †0.35 0.15 0.68 6.64 1.07 1.64		16, 20 20 16, 20 16, 20 16 16	32 32 32 44 32-48	Li S Con. (d) (17). Li Li Gry Con(h) (16) Gry Con(h) (16)	3 5 3 4 5 5 5	Li. Li. Br. (3). Li. Li. Br. (15). App. St.	3 2	Asp. (2) Asp. (7)	T (16) Sn
	8.45 { 6.67 { 1.48		14-16 14 14 14 14 14	26-26 26 26 26 26	App. St. Fid. 6', Ap. St. 4' Sub.	10 6 6	Sst. App. St. App. St. Fid. Fid.		T. (17). Asp. (1). Asp. (7). Asp. (7). Asp. (7). Asp. (7).	
	8.42 2.47 12.37 3.93 14.77 4.90 0.90		14 14 16 16 16 14–16 14–16	26	Sub. Sub. Li Sub. Sub. Sub.	6 6 6 6 5	Fid. Fid. Li. Dol. App. St. App. St. App. St.	3 3 3 3 3	Asp. (7)	Glu
	2.50 3.50 4.11 2.74	6.27	14 14 14 14	20, 30	Sub	5 6 6	Gn. Grv. Grv. App. St. Li	5 3 3 3 3	Asp. (1). Asp. (10). Asp. (10). Asp. (10). Asp. (10). Asp. (10). Asp. (3). Asp. (8). Asp. (8). Sc., water.	T. (17), Sc HO. (3)
	2.89 1.26 0.43 6.71 2.05 0.37		20-54 16 16 16	Av. 50 26 26	Grv Old Mac App. St Sub Sub Grading.	3 6 6	App. St Li	3 3	Asp. (8) Asp. (8) Sc., water	HO (11) Głu.
			16-36	30-36	<b> </b>		F Con. (a) (10) Br. (18)	Av 6		
	6.71 6.86		16 16 16	25 25 25 25	S Con. (d' (10). Sub. 6, Li. 2 Li. Sub. Sub. 6, Li. 2	8 2 6 8	Li Li	3 3 8	Asp. (10) Asp. (10) Sc., water Asp. (10)	HO (11) Gha.
	0.69 0.07 1.28		16-36 32-19 16, 25	32	S.Con. (d) (10)	6	Li. F Con. (a) (10) Br. (18) Li	Av.6 4 3	Asp. (7)	HO. (7)
	1.10	1	14 21–34	30-43	S Con. (16, 22). Grv. Con. (d) (1, 11, 14, 20)	5 5		:::: 4		HO
	0.65 3.96 5.52 2.36		16 16 16 16–34 { 16	26-31 26-31 26-32 26-32	S Con. (16, 22). Grv. Con. (d) (1, 11, 14, 20) Sub App. St. Sub. App. St. App. St. App. St. App. St. App. St. App. St. App. St.	6 6 8 6 4	Br. (23) Set App. St App. St App. St App. St App. St App. St App. St	3 3 3 3 3 3	So., water Asp. (10) Asp. (10) So., water Asp. (10) Se., water Asp. (11) Asp. (10) So., water	HO. (3, 10). HO. (10).
	9.56 2.95 1.23		16-34 16 16	26-37 26 26	Sub	6   44	App. St App. St App. St	8	Asp. (10)	HO (10)

1898 TO DECEMBER 31, 1916 — (Continued)

- S		Conts	<del>*</del>				P	RESENT	Pavement	1	
Equivalent 16' mileage	Per square yard of pavement Per mile of 16'- 36' highway	Total	State's share	Date of con- tract	Per sent completed	Date of acceptance	Year resurfaced	Miles	Туре	County	Highway No.
1.75 4.01 0.77 0.17 1.69 0.21 0.29 5.27	2.068 26,885 0.852 15,467 0.785 14,842 0.711 21,661 2.259 33,045 0.897 20,260 2.333 24,480	4,009 02 } 52,811 06	4,009 02	9/10/14 9/17/13 4/ 2/14	100	11/30/14 1/ 7/14 12/14/14			{	Allegany Allegany Allegany Saratoga Schenee.	5812 5812A 5812B 5312B 5313
5.37 3.09 5.38 0.51 0.71 0.18	1.163 13,475 1.327 17,870 0.696 9,887 1.990 24,854 2.292 39,110 0.952 26,535 0.943 27,340	30,569 83 132,907 31 38,219 06	20 560 83	9/17/12 4/ 3/14 9/17/12 8/25/14	100 100 100	11/12/13 12/23/14 10/29/13 11/28/14			Öiled	Orleans . Wash Erie Onon	5315 5316 5317 5318° 5318A
0.51 0.18 0.71 6.64 1.32 1.64 7.78	2.29140,235 0.94227,570 0.95227,660 0.67577,635 2.10029,775 0.6817,498	42,359 57 52,188 38 37,381 67 12,333 94 97,888 44	39,056 81 52,188 88 23,984 33 12,383 94	9/17/12 10/23/12	100 100 100 100	12/26/18 1/15/14	•••••	•••••	OiledOiledOiled	Onon. { Niagara. Chautau West Sullivan. Ontario.	5318 5318A 5319 5329 5321 5323 5323
5.83 1.29 7.37 2.16 2.16 7.37 2.16 12.37	0.98712,804 1.250 15,263 1.080 13,698 0.483 8,317 0.619 6,517 1.080 13,780 1.100 13,950 0.878 11,985	125,642 82 14,301 40 139,944 22 148,239 64	125,642 82 14,301 40 139,944 22 148,239 64	9/18/12 4/ 3/14 12/19/12	100 100 100	12/15/13 8/12/14 8/12/14			Oiled	Yates Yates Oneida.	5323 5324* 5324A 5324 5324A 5325
8.93 14.77 4.86 0.86 5.50 2.19 8.06	0.847 13,829 0.668 9,114 0.747 17,220 0.863 17,740 0.711 18,145 0.554 10,235 0.768 12,245 0.998 14,415	15,645 87 101,400 00 119,287 44	55,385 13 136,916 04 97,303 90 15,645 87 101,400 00 119,287 44	9/30/12 9/23/12 9/17/12 5/25/14 6/17/15 9/18/12		9/11/13 1/ 5/14 7/14/14 4/17/15			Oiled	Dutchess Lewis Orange Orange Orange Madison	5326 5327 5328 5328A 5328B 5329
2.40 2.58 2.57 0.43 6.71 2.06	1.071 16,570 0.755 13,610 0.725 6,806 0.990 9,290 0.771 0.292	81,830 13	1 ,	9/17/12 9/17/12 9/24/13	100	10/ 6/14 12/16/13 12/14/14			Oiled	Madison St. Law. Lewis Jeffers	5330 5331 5832 5332
1.06 0.1 4.81 3.05 5.71 6.86	0.975 14,980 2.294 27,3 0 0.921 11,265 0.672 8,930 0.771 12,000 0.934 13,530		73,789 98	8/20/14 6/18/15	100 100		• • • • • • • • • • • • • • • • • • • •	••••		Jeffers Lewis Jeffers.	5822A 5822B 5822 5822
1.03 0.16 1.81	· •	26,518 92 2,169 28 116,100 00	2,169 28 116,190 00	9/16/12 7/ 9/14	50	9/26/13			Oiled	Lewis. Tioga Schuyler & Yates.	5852B 5833 5834 5834A
2.08 0.05 3.96 5.52 2.36 9.30 2.95	1.960 30,118 0.835 19,728 0.726 12,168 0.759 11,855 0.679 11,070 0.931114,130 0.830 13,340 1.108,15,950	28,121 12 137,588 97 59,083 50	115,148 20 26,121 12 132,917 09	9/28/12 9/17/12 9/17/12 9/23/13 4/14/14	100 100 100 100 100	2/20/14 12/15/13 12/15/14			Oiled Oiled	Schuyler.  Wash  Clinton  Broome.  Broome.	5336 5337 5338 5338A
1.28 9.80 2.95 1.23	0.931 14,170 0.830 13.220	196,672 47	192,000 59					••••	{	Broome.	5338 5888A

## APPENDIX A - STATE HIGHWAYS JANUARY 1,

	Mt	LES	ايا			MAT	ERIALS USED	IN	Construction	
ď		t t	pavement	roadway	воттом			TO	P	
Highway No.	Accepted	Under contract	Width of pa	Width of ros	Kind	Thickness	Kind	Thickness	Binder	Surfacing
5339 5340 5341	1.05 6.84 6.80		116-26 14 16	24	Grv.Con. (h)(8) Sub Grv.Con(d)(16)	5 8 5	Br. (20) Fld. Qst	3	T. (17)	Li. Sc., T. (16, 17)
5342 5343	†0.56 12.09		20 14-34	26-30 24-36	Grv.Con(d)(13) Sub	5	Br. (14) App. St	3	Asp.(1)Ber. (1)	
5344	{ 1.70 0.27		16, 52 16, 52	32, 52 32, 52	Sub S Con. (11)	9 5	App. St Br. (31)	3 4	Asp. (1)	
5345 5346 5347	1 5.86		13-16 16-24 16 28-38	26-36	Sub.6, App.St.3 Sub Sub S Con. (17) Sub.6, SCon(17)	6	App. St App. St Li	3 3 4	Sc., water Sc., water Sc., water	HO. (10) HO. (10)
5348			16-24 16	26	Sub	6			T. (17)	
5348A 5348B		<b></b>	14 14 14	26 26		6	App. St App. St	3 21 21	Asp. (11) Li.; Sc., water Li.; Sc., water	
5348 5348A 5348B	1.23		28-38 16-24 14 14	26-27 26	Sub. S Con. (17). Sub.6, SCon(17) Sub. Sub.	5 6 6	Sl	3 21	Asp. (11) Li.; Sc., water Li.; Sc., water Asp. (10)	T. (17) Grv.
5349	4.04		14 16-32	28-44	Sub	6 5 6	App. St Br. (10) App. St	2	Li.; Sc., water	
349 349 A			14-16 14 14	26	Sub	6	App. St	3	Asp. (10) Asp. (10)	
5349 5349.A	2.61 0.46		16-32 14-16 14 14	28-44 24-26	Sub S Con. (16) Sub	6 6 6	App. St App. St App. St App. St	3 4 3 3 3	Asp. (10) Asp. (10)	****
5350 5351	1.74		16-61 16-20 16	26-30 20-28	Sub. Grv.Con. (d)(8) Grv.Con. (d)(8) Sub.	5 6	Grv Grv	11		
5352 5352A			14 14 14	26	Sst	6	Sst	3	Asp. (10) Sc., water	
5352B	.,		14	24	Sub	6	Slag	2		
5352 5352A 5352B	1.23		14 14 14 14	24 26 26	Sst. Grv. Sst. Sub.	6 6	Slag	3 2 2	Asp. (10) Sc., water Sc., water	***********
5353	1 0.10		16 16 16	25 26	S Con. (?)	5 6 3	Slag. Br. (?) App. St Qrz	3 3	Asp. (10) Asp. (10)	HÖ. (1)
5354 5355 5356	11941	2.24	16	25-34	Li. Sub S Con. (d) (1, 2) Old Mac	6 5	Li Br. (29, 31) Asp. Blk	3 4	Asp. (10)	
5357 5358	0.95	i I	25-34 21	25-34 30	S Con.(3, 10, 22) S Con.(3, 10, 15)	5 4	Br. (2, 25). Asp. Blk	2		
359	6.48		16-20	28-34			H Con. (3,	1		
360 361	5.04	{ 0.68 0.15	16 20 20	- 30	Sub Grv.Con(d)(11) Grv.Con(d)(11)	4	App. St	3 4	Asp. (1)	
5362 5363	0.25 { 0.79	J	16 16 16	30 26	S Con. (d) (1) S Con. (d) (3) S Con. (d) (3)	5 5 8	Br. (17) Asp Blk Br. (29) Br. (29,	2		
5364 5364.A	1.66		16 16 16	27-28 26	S Con. (d) (3) Grv S Con. (d) (2)	3 5	Asp. Blk F Con. (2).	2 5		HO.(10)Glu.
5365 14 5366	0.86 2.83 3.18		16 16 16	35 30 30	SubSub	6	HCon.(2,5) App. St App. St Sst	41	Ber. (1) Ber. (1) Asp. (10)	T. (17), Sc.

<sup>•</sup> See Appendix B, list by counties.

mileage			Costs			ъ		Pi	RESENT	PAVEMENT		
Equivalent 16' mil	Per square yard of pavement	Per mile of 16'- 26' highway	Total	State's share	-	Per cent completed	Date of acceptance	Year resurfaced	Miles	Туре	County	Highway No.
1.05 5.98	1.975	22,110 18,840	23,210 76 118,567 82	22,212 72 118,567 82		100 100	12/16/13 1/ 9/17				Broome Dela	5339 5340
6.80 0.70 11.93	1.956	9,889 47,640 11,270	69,582 67 29,171 00 135,326 55	69,582 67 26,444 95 125,447 12	10/ 3/12 9/17/12 9/17/12	100 100 100	8/26/14 12/ 4/13 12/24/13			Oiled {	Allegany Steuben Scho Dela	5342 5343 5343
2.23 0.77 5.85	2.494	19,800 31,860 12,260	} 62,993 97 71,589 76	42,786 47	A	100	8/22/14	1001		Oiled	Jeffers.	5344 5345
6.54 4.85	0.681	12,200 10,180 9,380 22,920	67,552 38 45,527 00	71,589 76 65,831 72 45,527 00	9/17/12	100 100	3/ 1/15 9/ 4/14 9/23/13			Oiled Oiled	Oneida Colum	5346 5347
0.32 5.15 3.49	1.319	16,740 8,270	128,881 84	117,518 79	9/25/12	100	4/30/14				Steuben.	*5348
1.07 2.26 3.54	0.723 0.635	10,515 15,490	10,745 30 73,475 48	10,745 30 73,475 48	5/15/14 5/19/14	100 100	2/ 3/16 2/27/15			Oiled	Steuben. Steuben.	5348 5348
0.32 5.15 1.07 2.26 3.54	1.977 1.319 1.140 1.052	24,100 17,920 16,240 15,415 14,530	213,102 62	201,739 57						,	Steub.	5348 5348 5348
0.72 2.46	1.932	24,420 17,020	62,059 89	58,682 20	9/17/12	100	4/30/14				Steuben	*5349
0.39 0.39 1.49	0.531	10,790 8,610	20,277 12	20,277 12	5/15/14	100	10/13/14				Steuben.	5349
0.72 2.46 0.39	1.932	11,270 23,390 15,990 13,800	82,337 01	78,959 32							Steub.	5349 5349
1.49 3.50	0.814 1.870	12,890 25,341	77,702 23	41,510 37	10/16/14	100	12/ 3/15				Steuben	5350
0.15 1.50 3.90	0.556 1.100	16,310 8,103 25.372	12,333 38 \ 142,728 44	12,333 38 142,728 44	9/19/12 10/ 4/12	100 100	5/12/14 11/ 4/14			Oiled,	Steuben. Steuben.	5351 *5352
1.08 1.08	0.391	18,326 6,813	43,650 13	43,650 13	5/19/14	100	11/10/14				Steuben.	5352
3.40 0.80	0.362	10,209 4,051	3,310 77	3,310 77	8/18/14	100	12/ 8/14			Oiled	Steuben.	5352
3.90 0.80 1.08 3.40	0.362	21,500 14,550 18,110 18,220	189,689 34	189,689 34							Steub.	5352 5352 5352
0.13	1.700	25,399 18,682	5,021 86	5,021 86	9/19/12	100	11/19/13	1915	0.10	Bit. Mac	Steuben	5353
2.70 2.41	0.932 0.873	21,003 20,447	66,165 79	66,165 79	9/20/12	100	11/11/15			Oiled	Renss	5354
3.04 0.93	2.090	25,010 26,960	73,150 67 108,900 00	60,470 76 57,900 00		100 96			:::::		West	5355 5356
2.78 1.25	2.100	33,790 26,593	31,262 42	11,386 70	9/20/12	100	10/15/13		:::::		West	5357 •5358
7.75 5.04 0.85	0 700	14,005 11,705 23,512	106,359 79 58,991 23 } 27,700 00	74,350 31 58,991 23 22,900 00	9/17/12 9/17/12 3/11/14		12/30/13 10/15/13			Oiled	West West	5359 5369 5361
0.19 0.25 0.79	2.035 2.073	23,512 25,380 25,569 38,000	6,426 06 36,237 35	6,426 06 36,237 35	3/20/14 8/19/14	100 100	8/25/15 9/15/15				West West	5362 5363
0.15 1.68 0.32 1.36		41,295 11,220 23,166 12,915	18,858 50 25,246 61	18,858 50 25,246 61	9/20/12 10/20/14	100 100	11/23/15 2/29/16				West	5364 5364
0.86 2.83	1.015 0.975	14,430 14,050	105,894 90	105,894 90	9/17/12	100	11/12/13	1916	0.60	3}" Brick	Onon	5365
3.18 1.26	0.863	15,995 11,868	15,146 15	15,146 15	9/17/12	100	11/26/13	l. <b></b> .	١	l	Greene	5366

### ANNUAL REPORT OF THE

#### APPENDIX A - STATE HIGHWAYS JANUARY 1,

	M	148	*			Мат	eriale User	IN	Construction	
		ract	vernet	of roadway	воттом	9.		TO	)P	
	Accepted	Under contract	Width of pavement	Width of ro	Kind	Thickness	Kind	Thickness	Binder	Surfacing
87	8.58 2.34		16 16	26 26	Sub	6	Set	3	Asp. (10) Asp. (10)	
68	0.87	1	16	26	Sub. 6. Li. 3	9	Li	3	Li Sc., HO.(10).	**********
69	2.21		16 16	26	L	3	Li	3	Li.Se., HO.(10). Asp. (7) Se., water	HO. (10)
70 71 72	2.70 0.95		16 24-34			6	Li Dol	3 2	Se., water Asp. (1), MM-1	HO. (10)
72 73	0.73 2.85		27-31 20	36-40	S Con.(d)(8, 19)	5	Bitu	2		
74					SCon.(d)(7, 10) SCon.(d)(3, 19) SCon. (d) (3, 15, 24)	4	Asp. Blk	2		<b> </b>
75 76	0.20 1.34		20 20	30-39	Old Mac	5	Bitu Asp. Blk	2 2		
76 77	1.29 ft0.18		81-35 16		S Con. (d) (10) . Sub	5 6	Br. (25) Li	4 3	A- (10)	
	1.49		16	1 22	ICAPUCAN INICAL	5	IDF. (20)	4	Asp. (10)	
78 79	8.22		16 14	26	App St	6	App. St App. St H Con.(16)	3	Asp. (4) Se., water	HO (10)
B0 81	2.45 0.09		16 16-24	30 16-40	Grv(h)	5	H Con.(16)	4		Tarvia
	9.65	l	16 14	1	8 Con. (d) (5)	5	IMed. Blk	4	Assp. (10)	9. T (17)
82	0.23		16		Old Mac	:: <u>:</u> :	H Con.(5). App. St	2	Asp. (10)	
83	0.89		84-40		C COL. (4, (5)	5	Br. (1)	4	T. (17)	
83 A 84	6.13	7.21	14 14-16	1 2426	Sub.	8	App. St Sst.	3	T. (17)	
85	∫ 0.26	1	16	32	App. St 8 Con. (d) (14).	8	App. St Bitu	8	Asp. (7)	
	0.83		24 16	26-36	Grv. 5" 8 Con.	5	Li	2 2	HO(3)	Gla
86	0.44		16	82	Grv. 5" 8 Con.	5	Br. (14)	4		
-	0.02		16	82-38	(d) (13) Grv. 5" S Con.		Med. Blk			
87		2.38	16	28	(d) (18) Sub Old Mac. Mtr.	6	App. St	3	Asp. (1)	
88	0.64 1.52		16 16–19	16 28	Old Mac., Mtr. S Con.(d)(2, 11)	1	Asp. Blk	2		
89	1.56		16	26 30	S Con.(d)(2, 11) 5' Mtr. 1'. Sub. 8' Tr. 2' Old Mac	5) 10	Asp. Blk	2	Asp. (3)	
90 91	0.83		16	16	Old Mac		Br. (14, 22)	4		
92	0.40 0.76		16-30 16-38	30-38	Grv.Con. (d)(5) Grv. Con. (d) (10, 13)	5	Br	•		
93	0.52		36	86	(10, 13) Grv.Con(d)(10)	5 5	Br. (10) Br. (1)	4		
94	0.82		16	30			8 Con. (d)	7		
•	0.73		27	30	S Con. (d) (10).	6	(10) Bitu Wd. Blk	2		
95	0.38		23 16		S Con. (d) (10). S Con. (d) (9,	5		3		
96	0.69		24	38	11, 22) Grv.Con. (d)(5)	5	Grv Br. (1.18)	3	MM. Asp. (7)	
97	1.09 0.65		16 16-50	40-50	Sub 8 Con. (d) (17).	7	Br. (1, 18). App. St Br. (10)	3	Asp. (10)	
•	3.30		16	1 32	Grv	5 4	App. St		Sc., water	
98	1.10	1	30-50		Sc. Grv. Con. (d) (1)	5	Br. (27)	4		
99	1.97		30-45	30-45	ISc. Grv. Con	. 6	Br. (15)	4		
90	3.08	<b> </b>	16-68	32-68	(d) (1)	5		_		
	5.81		16	32	App. St.	4	Br. (32) App. 84	8	Asp. (7)	
00A 01	0.48		16 16–36	28-36	App. St GrvCon.(d)(17)	4 5	App. St Br. (10)	3	Asp. (7) Asp. (7)	
01 02 03	1.17		16-43	20.10	Suk			8	Asp. (10)	
04 04	1.75		20-36	20-71	Sub Sc. Grv. Con. (d) (9)		App. St	1	App. (10)	
05	l	<b></b>	. <b></b>			5	Br. (26)	4		
06 07	3.94		16 16	20	Sub S Con.(d)(16, 6)	6	Li Br. (3)	8	Se., water	

<sup>\*</sup> See Appendix B, list by counties. † Changed from original plans.

longs			Coerts	•		70		P	REALNT	PAVEMENT		
Equivalent 16' mileage	Per square yard of pavement	Per mile of 16'- 26' highway	Total	State's share	Date of con- tract	Per cent completed	Date of accept- ance	Year resurfaced	Miles	Туре	County	Highway No.
3.58	0.807	12.690	) 74,922 83	74,922 83	9/17/12	100	12/18/18			Oiled	Greene	5867
2.34 0.88	0.798 1.200	12,606 13,842	45,757 67	45,757 67	9/18/12	100	9/23/13				Greene	5868
3.18 2.21 2.70 1.21 1.87	0.866 0.598 1.395	10,559 11,477 20,545 28,429	30,990 81 35,807 57 36,270 28	80,990 81 18,342 6 11,804 52	3/11/14 9/17/12 3/12/14 9/23/12	100	12/28/13				Greene Greene West	5869 5870 5871 5872
3.57 0.25 1.68 2.65 0.18 1.49	2.230 1.688 2.265	21,540 23,509 18,114 32,990 13,580 24,018	77,377 87 5,750 31 29,744 95 72,554 09 38,187 96	44,763 74 2,963 35 17,669 97 14,556 86 38,187 96	9/23/12 9/23/12 9/20/12 9/17/12 9/17/12	100 100 100	10/ 2/13 10/15/13 10/15/13 10/30/13 11/26/13				West West West Broome.	5878 5874 5375 5876 5877
4.50 2.82 2.45 0.12 0.10	0 916 0.754 1.260 1.470 2.924	10,948 16,332 15,698 34,551 33,310	49,867 79 49,763 17 39,020 41 3,923 23	49,867 79 49,763 17 39,020 41 3,923 23	9/23/12	100 100 100	12/ 3/13 5/26/14 11/12/13 11/13/13			Oiled Oiled	Wayne Tomp Madison. Ningara.	5378 5379 5380 5881
8.46 0.29 1.69	0 486 1.974	13,820 10,420 24,390	8,734 82 130,600 00	8,734 82 130,600 00							Oswego	5382 •5883
6.31 5.50 0.28 1.20 0.46	0.757 0.880 2.220	19,226 13,856 17,637 30,275 17,026	130,600 00 78,592 89 37,869 12	1 78.592 89	9/17/12	88 100 100	12/ 4/18 10/ 4/14			Oiled	Dela Dela Oneida	5388A 5884 5385
0.42	2.400	32,446	24,499 59	24,499 59	9/ 2/13	100	9/24/14	<b></b>	<b> </b>	 	Ontario .	5886
0.07 2.38 0.64	3.330 0.830 1.440	40,860 15,920	38,700 00	<b>38,700 00</b>		92					Putnam.	5887
1.51 1.60 0.83	1.930 1.106	23,980 18,717	36,812 05 15,882 76	36,812 05 15,382 76	9/ 2/14 2/10/14	100 100 100	9/11/16	<b> </b>			Rock Rock Broome.	5888 5389 5890
0.54 1.48	2.050 1.930	27,590 28,739	13,946 92 35,957 93	11,464 01 17,772 62	8/21/13 10/ 2/13	100	3/ 3/14 1/ 9/15				Chem	5891 5392
1.11 0.82 1.28 0.12	0.973	49,134 20,152 33,622 38,927	41,023 48 57,327 65			100	1	1			Renss Fulton	5393 5394
0.43 1.03 1.09 1.08 3.21	2.010 2.120 0.963 2.080	27,870 27,171 13,825 23,776 11,464	11,756 45 25,797 87 1 40,057 93	11,756 45 18,297 45 29,065 90	5/15/14	100	12/30/13 11/30/14 10/ 4/14			Oiled	Oneida Onon Ontario.	5395 5396 5397
2.63		26,788	94,868 12	51,967 99	8/27/14	100	1/ 9/15		ļ	Oiled	Livings	5398
5.63	1.830	27,831	121,975 28	42,525 93	9/30/13	100	12/20/14	<b> </b>	ļ	<b></b>	Genesse.	5399
4.18 5.80 0.48	0.853	26,201 13,181 25,296	7,369 42	7,369 42	9/ 2/14	100	1/21/15	1		Oiled	Wyom	5400 5400A
1.72	2.070	30,854	44,017 11	19,291 43	8/26/13	1	l			Oiled	Steuben. Jeffers.	5401 •5402
2.01 2.85	i	17,185 30,074	29,080 02 77,684 89	1	1	!	10/18/14 10/29/14		ļ	Used	Jeffers	5403 5404
		9,999	1	1	2/18/14	100	11/18/14			Oiled	Cattarau Oneida Eria	*5405 5406 5407

### APPENDIX A - STATE HIGHWAYS JANUARY 1,

See page 518 for explanation

	Mo	LES	ي			MAT	ERIALS USED	IN	CONSTRUCTION	
٠		t g	Year	of roadway	воттом			TO	P	
Highway No.	Accepted	Under contract	Width of pavemen	Width of ros	Kind	Thickness	Kind	Thickness	Binder	Surfacing
408 409 410	0.23 3.88	0.36	34 87-78 16	37-73 28-32	S Con S Con. (d) (1) Li	4 5 5	Br. (30) Li	4 4 3	Se., water	CaCl
111 112 113	0.28 0.82		32 16, 35† 16 6	30, 38 28	Grv.Con.(d)(8). Grv.Con.(d)(8)	5 5	Br. (3) Br. (14)	4 4 3	Sc., water Sc., water	
14	8.92 0.72		16-32 28-34	26-34 30-34	Shoulders Sub. 8, Sst. 2 S Con. (d) (8)	10	App. St Sst Br. (14)	2	Sc., water	***********
15 16	5.80 7.80 ( 0.30		16 16 16, 18	30		5	Br. (14) F Con. (1). F Con. (10) Br. (9)	61P 5	†	************
17	{ 4.91		16 <del>-4</del> 2 16		Li	3	F Con. (a) (10) Li.	6 3	Sc. water.	
18 19 <b>20</b>	4.41 1.51 1.63		16, 19 16, 36 16–30	28-32		5	F Con. (11) Br. (1) Br. (10)	61-P	Sc., water	
21 22	{ 0.82 1.58 1.01		16 16-70 16	32 32-70 32	S Con. (d) (17). S Con. (15)	5 5	Br. (20) Br. (20)	4		***************************************
23	2.42 6.02 5.96		16 16 †12	23-32			FCon. (15). FCon. (10). S.t.	6 6 3	Sc., water	
24 25 26		3.25	16 16	32	***********	****	F Con. (10) F Con. (a) (16)			
27	0.13 5.76		16 14 16	26-28 28	Li Sub. 7, Li. 2 Li S Con. (d) (11). Sub. 8, Li. 2 Sub. 5, Grv. 4	3 9 5	Grn	3 3	Sc., water Sc., water Asp. (2)	
28	0.20		16 16	28 28	S Con. (d) (11). Sub. 8, Li. 2	5 10	Li Br. (18) Li	3 3	Asp. (2)	T. (17)
29 30 31	3.88 5.92		16 16 16	26-32 44	Sub. 5, Grv. 4	9	Grv F Con. (2). F Con. (14)	6	Asp. (2) Asp. (2) Sc., water	1. (11)
32 32A	• • • • • • • • • • • • • • • • • • •	8.98	16	28-30	Grv.Con(d)(15) Sub.	9	Li	11	T. ( ) Sc., water	
32 32A	<b></b>	{:::::	16		,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,					
33 34				32	S Con. (14)	5	Br. (22) F Con. ( ) Br. (15)	4 6-P		
34 A 35	0.92	0.06	16 16–19 16–20	30-32 28 30	S Con. (16) S Con. (7) ScGryCon(d)(6)	5	Br. (15) Br. (7) Br. (14)	4 4		**********
36 37	{ 4.60 0.11 3.72		16-20 14-45 38-49 16	22-46 40-51	Sub. 6, Li. 3 S Con. (d) (5)	5	Br. (10)	3 4	Sc., water	CO. (10)
38 39	1.64		16 14-16 14	26 28 28	App. St	3 5	Li F Con. (10) App. St App. St	5-7	Asp. (7)	
40 41 42	0.41 1.27		†30, 32 16 16	32	Grv. Con.(d)(8) Sub	5 6 6	Br. (14) App. St Li	3 3	Asp. (7)	
43 44	{ 9.44 4.93		14 14 16	26	Sub,	8	Li	3 3	Asp. (7). Asp. (7). So., water. Asp. (10). So., water. So., water. T. (17). Asp. (10). T. (17).	***********
45 46	7 70	1 1	14, 16 24–36 14–24	24, 26 36	Li. S Con. (d) (8). Sub. 6, Sst. 3.	5	Li	1 6	T. (17)	**********
47	{ 2.88 0.47	{ 0.71 5.79	16 <u>1</u> 16	20	0.1		Li F Con. (17) App. St	6 3	Sc., water	
48 49	1 2.20		16-30 14 16	30-32 30	S Con. (d) (17)	5	Br. (1) H Con. (6).	6		**********

<sup>†</sup> Changed from original plans.

mileage		Costs				=	P	RBSBNT	Pavement		
Equivalent 16' mil	Per square yard of pavement Per mile of 10'-29' highway	Total	State's share	Date of con- tract	Per cent completed	Date of accept- ance	Year resurfaced	Miles	Туре	County	Highway No.
0.77 0.68 3.88 0.45 0.82	2 183 30,640 1 900 29,349 0 723 11,057 1 856 29,150 2 080 23,843	5,806 12 12,339 53	5,806 12 7,356 07	5/27/15	100 100	1/ 8/16 1/19/16				Oswego Greene Wyom Herk Broome. Broome.	5408 5409 5410 †5411 5412 5413
0.16 9.08 1.48 5.80 7.80 0.30	0.375 0.936 13,799 2.020 23,977 0.858 14,890 1.080 12,829 2.061 27,034	89,018 36 101,762 07	134,112 01 89,013 36 101,762 07 104,599 17	2/ 6/14 2/10/14	100	7/12/16 10/ 5/15			Oiled	Chen Oswego Niagara. Niagara.	5414 5415 5416 †5417
5.11 0.19 4.43 1.82 2.00 0.82	1.025 17,309 0.723 14,474 0.917 14,780 1.910 25,724 1.770 23,266 1.320 18,440 2.120 25,987 2.170 25,941	80 804 78	68 684 76	3/14/14 2/10/14 2/10/14	100 100 100	12/10/15 1/ 8/15 11/18/14 3/ 4/15		Ì		Cattarau Allegany Tioga Orleans	5418 5419 5420 5421
2.00 1.01 2.42 6.02 4.49 3.25	2.120 25,987 2.170 25,941 0.966 13,814 1.136 13,422 0.796 12,436 1.070 15,740		58,228 04 83,779 96	2/13/14 2/10/14 2/17/14		10/19/14 11/28/14 12/ 3/15			Oiled		5422 5423 5424 5425
1.68 0.13 5.04 0.75 0.20	0.889 13,225 1.129 15,384 3.049 33,406	68,035 74	28,346 21 68,035 74 18,884 86	2/19/14 2/18/14 8/25/15	100 100				Oiled	Jeffers Jeffers Rock	5426 5427 5428
0.04 0.76 3.88 5.92 1.60 1.52	1.158 15,657 1.400 32,198 1.010 16,581 0.996 20,032 0.808	14,195 53 65,709 52 73,331 50 44,055 16	65,709 52 73,331 50 44,055 16	5/15/14	100 100 100 100	12/14/14 11/ 4/14 11/30/14		l	Oiled	Tioga Cattarau Niagara. Chem Schuyler Chem	5429 5430 5431 5432 5432 5432
1.60 7.87	1.939 30,480	45,702 71	19.083 32			11/ 9/14		<b></b>		Schuyler	5432A 5432 5432A 5438 5434
2.60 2.03 0.06 1.16 4.27 0.23	2 . 205 27 ,333 2 . 403	7,000 00 27,080 35 66,477 43	7,000 00 22,220 61 58,451 82	11/ 2/16 7/29/14 8/ 4/14	100 100	1/ 8/15 1/ 8/15			Oiled	Chaut Monroe. Cortland Ontario	5434 A 5435 5436 5437
3.72 1.64 2.50 1.03 0.85 1.27	1.260 13,399 0.828 10,870 0.994 13,030 1.680 26.611 1.099 15,210	22,075 77 39,521 63 20,886 11 19,590 58	22,075 77 39,521 63 6,437 26 19,590 58	5/24/15 3/ 5/14						Putnam. St. Law. Broome. Herk Oneida	5438 5439 5440 5441 5442
3.47 8.25 4.37 5.69 6.44 1.19	0.660 9,956 0.837 11,515 0.844 11,581 0.721 10,862 0.956 14,210 1.100 15,250 1.616 20.090 0.925 12,239	60.763 89	35,018 60 152,257 17 60,763 89 99,700 36 118,500 00	3/11/14 8/12/14 10/21/14	100 100 100	10/19/15 11/14/16				Beho Otsego Seneca	5443 5444 5445 5446
5.08 2.99 0.47 3.04 2.00 6.09 5.17	1.850 26,786 1.060 12,625 0.735 11,872	71,204 02 26,224 46		5/ 3/14 7/ 7/14 5/ 2/14	100 100 100	2/19/15 8/10/15 8/10/15 11/21/14 9/ 8/15	1		Oiled		5447 5448 5449 5450 5451

### APPENDIX A - STATE HIGHWAYS JANUARY 1,

See page 518 for explanation

Political Politi	Under contract	Width of pavement	Width of roadway	BOTTOM	_		TO	P	
2.75 0.19 0.59 3.61 0.91	Under contr	Width of	•=			١.			!
{ 0.19   0.59   3.61   0.91			¥	Kind	Thickness	Kind	Thickness	Binder	Surfacing
0.59 3.61 0.91		16-24 16-24	28-36 28-41	Grv.Con.(g)(16)	6	F Con. (16) Br. (9)	6		
0.91		16-41 16	28-41 32	Grv.Con.(g)(16)	5	Br. (9) F Con (13)	4		
0.20		16 16	32	8 Con. (13)	6	Br. (4, 9)	4 3	Asp. (11) So., water	
7.89		{ 14 14 14	14	Sub	8 8	Ļ	3	So., water	
6.88		14-16	22-24	Sub	8	App. St	3	Asp. (10)	•••••
0.72		16	30	Sub	8	Set	3	Asp. (11)	
5.66		14	21-26	Sub	8	Set	3	Asp. (2)	
19.66		14	28 28	Sub. 8, Gn. 2 Gn	10	Gn	3	HC.T.(17) HC.T (17)	
2.44		14				Set	3	Asp. (10)	
3.24 4.74		16 16	· 32	Li	5	App. St	3	Assp. (11) Assp. (10)	
{ 2.20			28	Sub	6	Imp. St	8		
2.41		16		Sub		F Con. (1).	6	Asp. (10)	
1.84		19-40	10_46	18 Con (d) (17)	l š	Br (31)	4	Sc., water	
0.78		16-24	24-26 32-48	Sub	6	Br. (17)	4	Assp. (7)	
{·····		1	ļ	(Subuluela)	1	P Con. (a)	1 0	1	
	8.91	14 16	24-26 82	Fld	8	F Con. (13)	6	Asp. (7)	
6.69 9.03		16, 34 14-16	32, 34 26-28	Sub		FCon(2,12)	6	Sc., water	
10.94		14	28	Sub.6, App.St.3	9 5	App. St	2	Asp. (11)	
0.21		16	30-3	8 Con. (d) (5).	5	18t. Bl	6		
}		16	20	Gry. Con. (d)		J. (22)	-		
<b>\</b>		7	20	(Excavation)					Li. Sc. LC. T.
-,	ļ	.14				13	91	. Sa	(17)
0.88			20 20	Gry. Con. (d	5		"		LA TOT
	1	۱,				τ:		100	(17)
0.30		.] 30	30	0 S Con. (d) (6).	.   š	Br. (26)	. 14	water	
3.25				2 <sub>1</sub>	: "	. H Con. (81	j ]		
0.70	ļ		28-3	GTV	. 6	F Con. (14)	6	0	
6.18		. 10	1 40-6	U <b>Q</b> 23		Qrg	. 3	Asp. (10)	
7.22		.] 16	3 2	8	٠١	H Con.(15	) 5	Asp. (11)	
1.02		20-40	30-4 30-4	0 S Con. (d) (15) 0 S Con. (d) (15)	. 8	Asp. Bl	. 2		
0.76		. 14				Liner	. 3	Asp. (10)	
9.63	1	. 14-14	20-0	0 500, 8, 14. 2 6 S.h		Lines	. 3	Asp. (10) T. (17)	:::::::::::::::::::::::::::::::::::::::
(0.58	1	.] 1	8 8	2 App. St 0 8( on.(d)(10 12		Hr. (20)		Asp. (11)	
1.40	1	. 16, 2	28.3	0 Arp. Sr		Li	3	Asp. (11)	
		16, †2	28, 3	M	`.  <b>`</b>	Con. (6)	. 1 0	177-4	
	6.48 0.72 3.04 4.74 1.21 4.74 1.18 4.74 1.1.18 1.18 1.18 1.18 1.18 1.18 1.18 1	6.48 0.72 8.93 5.66 {1.21 9.66 3.44 2.44 3.24 4.74 {2.20 1.77 2.41 4.71 1.84 (1.18 0.78 2.70 8.91 6.69 9.09 0.21 1.10 0.21 1.10 0.21 1.10 0.30 1.41 3.25 0.70 0.30 0.30 1.41 3.25 0.70 0.30 0.30 1.41 3.25 0.70 0.30 0.30 1.41 3.25 0.70 0.3	6.48       16         0.72       16         8.93       16         5.666       14         1.21       14         9.66       14         3.44       16         2.44       16         4.74       16         2.20       16         1.77       16         2.41       19         4.71       14         1.84       19-40         4.71       14         0.78       16-24         0.78       16-24         2.70       14         1.18       14         1.09       16.24         1.1       17         1.4       1.7         1.6       16         2.70       16         1.1       17         1.2       16         1.09       16-24         1.1       17         1.4       1.2         1.09       16-28         1.6       16         1.6       16         1.6       16         1.6       16         1.41       16-42         1.5 <td>0.72</td> <td>6.48</td> <td>0.72</td> <td>  16</td> <td>  16</td> <td>  1</td>	0.72	6.48	0.72	16	16	1

<sup>†</sup> Changed from original plans.

### STATE COMMISSIONER OF HIGHWAYS

mice			Costs			70		P	RESENT P	LABRENL		
Equivalent 16' mi	Per square yard of pavement	Per mile of 16'- 26' highway	Total	State's share	Date of con- tract	Per cent completed	Date of acceptance	Year resurfaced	Miles	Туре	County	Hishman No.
.96 .20	1.002	16,110 26,430 24,620	78,822 08	64,681 33	6/10/15	100	12/ 8/15				Chauteu	54
.68	1.038	12,949	\$ 69,600 60	69,600 69	5/ 2/14	100	2/25/15	[ 	<b> </b>		Erie	54
20 .73	1.250	12,949 22,225 17,530 15,561 17,542	3,793 31 } 87,923 81	3,798 31 87,923 81	5/26/14 4/ 2/14	100 100	9/18/14 7/31/15			Oiled {	Chen Dala Otsego	54 54 51
22	U.84/	17.953	115,660 35 92,234 44 13,366 97	115,660 35	4/ 2/14 4/ 3/14	100 100	1/19/16 3/19/16			]	Dela Sulfivan.	54 54
.48 .72	0.833	14,211 18,030	13,366 07 102,272 79	92,231 44 13,366 07	7/16/15 4/ 3/14	100	7/ 5/16				Sallivan.	51 54
.96 .03	0.836	11,907 13,479 13,636	70.414 99	97,603 27 70,414 99 125,487 17	4/14/14 4/ 2/14	100 100	2/ 2/15				Scho Dula Dutchess	51
.47 .43	0.977	13,423 12,195	42,007 43	42,007 43	5/14/14	100	11/25/14 11/10/14	· • • • • • • •	<b> </b>		Oneida Greene	54 54
.24 .74	0.613	14,281 9,129 18,450	32,388 16 39,748 18	32,338 16 30,743 18	4/ 2/14 6/ 3/14 4/ 2/14	100	12/13/14				Genesse. West	51
.20			} 42,654 <b>0</b> 5	42,654 05	5/15/14		12/ 8/14	į.		Oiled	Herk	54 54
.77	1.007	11,650 16,720	96,337 17	96,337 17	4/ 2/14	100	9/ 1/15		<b>]</b>		Oteego Herk	51 54
.12 .43 .03	1.110	11,650 16,720 12,679 33,266 15,151	95,772 43	51,259 94	5/ 8/14	100	12/18/14				St. Law.	54
.35	0.683	14,058	76,364 33	69,905 61	4/ 8/14	100	2/15/16				Franklin.	54
.32	1 133	13,953 15,740	150,200 00	150,200 00	5/32/14	93	١	<b> </b>			Orleans.	54
.70 .20	0.992 0.655	13,603 9,280 18,060	97,436 07 79,921 42	97,436 07 79,921 42	5/14/14 5/15/14	100		d			On m Tioga	54 54
.83 .02 .21	1.264 1.161 3.160	18,060 17,090 15,403 35,077	61,650 70	37,324 93	10/29/14 7/ 8/14	i	1/ 3/17 12/20/15	1			Cortland Ontario	54 54
.73	2.080		31,057 04	31,057 04	5/23/14	1 <b>0</b> 0				<b></b>	ļ	54
. 88	0.312		56,270 52	56,27 <b>0</b> 52	6/ 8/15	1 <b>6</b> 0	1/18/18			Oiled	Schuyler. Tomp	54 5#
3.72	0.650									}	1000	54 54
. 88 . 69	0.882	12,920 10,740 37,054	87,327 56	'		• • • • •			·····		Clinton	54
.59 .23	2 480 2.112	37.0531 22 <b>,55</b> )	1	1		}	12/12/14	İ	ļ		Allegany	54
.25	0.900	11,162	89,868 75	11 105 05	6/11/14 5/23/14	100	•	i	i		Onon	54
.71	0.707	11,169 15,683 12,501	11,195 05 79,140 87 93,640 76	11,195 05 79,140 37 93,640 78	5/15/14 5/16/14	103	11/26/15		:		Renss	54
. 18 . 48 7. 23	0 330	27.310	52,917 81		6/10/11	107	- 9/11/13	l			Orange	51
.82	0.875 2.284	12,951 30,400	94,692 75 } 107,478 12	94,602 75 61,714 27	6/10/14 7/ 8/14	10)	11/13/15 5/13/15	1	: <b>:</b> :::::	Oiled	Allegany Wost	54 54
. 24 . 15 . 16 . 71	2.164 2.020 0.974	15,125 27,310 12,951 30,400 29,270 29,230 13,560 17,031	29,592 87 33,033 95	17,532 08 23,023 33	8/19/14 6/10/11		12/23/14 2/23/13				Alleg my Ditabasa	54 51
471	1.030 0.805 1.203	19,033 11,500 24,310 33,370 20,260	100,999 65 \ 47,634 60	107,979 63 23,520 18	6/11/14 6/23/14	100 100	9/33/15 12/23/14				Clinton Oswego	54 54
.53 29 66	2 174 1.213	33,370 20,260	35,809 12		6/29/14	100	12/15/15	ļ	ļ		Oswego	54
1.13	1.010	11,113		160,131 39	6/30/11	100	1/12/15	ļ	<b></b>		Suffolk	54
.31	0.332 2.190	37,591	51,480 79	21,950 34	7/18/14	100	2/ 2/15	<b></b> .	<b>]</b>	ſ	Dutchess	54

### Bee page 518 for explanation

### APPENDIX A - STATE HIGHWAYS JANUA

	Мп	.E5	별	_		MATI	ERIALS USED	IN (	CONSTRUCTION	!	
<u>.</u>		ract	pavement	roadway	Воттом			TO	P		7
THE WAY INC.	Accepted	Under contract	Width of pa	Width of re	Kind	Thickness	Kind	Thickness	Binder	Surfacing	- T
90	1.56		16, 57 14	32, 57 26	Grv.Con(d)(15) Sub.6,App.St.3.	5 9	Tr	2 3	Asp.(11)MM1		- 2
91	0.43 3.61		14 14	26 26	Sub 6 App.St.4.	10 8	App. St	3	Sc., water Sc., water Sc., water Sc., water Sc., water Asp. (10) Sc., water		2
92	0.39 0.71 1.53		14 14 16	20	Sub	6	App. St App. St Li	3 3	Sc., water		
93	14.26 0.275		16 16	26 32	Sub Con	6	Li	3	Sc., water		1
94	0.70		16, 29		(d) (1)		Br. (11) F Con. (a)	4		• • • • • • • • • • • • • • • • • • • •	
95 96	3.48 0.90		14 16-30	<b>26-3</b> 0	Grv.Con(d)(11) S Con. (d) (10).		(10) Grv Br. (23)	6 14 4	Asp. (10)	T. (17)	2
96 97 98	9.79	4.03	14 16	28 24	Sub	†8 3	Dol App. St FCon(9,10) App. St	8	Asp. (10) Asp. ( )		8
99	1.46		16 16	26 30 26	Tr	4	FCon(9,10) App. St Tr	3 2	Asp. ( )		1
00 01 02				20-24 14-16	Tr ( ab. Cn Sub. 6', Li. 2'	8	Li	3 3	Sc., water Sc., water		5
03	1 2 900		16 16 14–16	26	Grv.Con.(d) (5)	5 4	SI	2	Sc., water	Sc.HC.T.(17)	4
04	( 0.51		16 16	26 30-32	Sub. 8", Tr. 2". Old Mac.Tr.11 † Old Mac. Grv.Con(d)(18)	10 14	F Con. (10) Tr. Tr.	3	Asp. (2) Asp. (10) M.M. 1		2
05 06	1.68		16 16 25–32			4	Grv	3 24	Asp. (10 M.M.1 Asp. (10 M.M.1		1
07	2 14		14	34-50	(8, 17) Grv	5 6	Br. (10)	4 3	Sc., water	CaCl	2
08	4 85 1.27 0 38		14 14 14	24-28 24-28	Grv. Con. (d) (8, 17) Grv. Sub. 6", Tr. 2". Tr. Sub. Sub. Sub. Sub. (d) (10).	8 5	Tr	3	Asp. (2) Asp. (2)		1
09	1 2.00		16 14			6 6	Tr	4 3	Asp. (2) Amp. (7)		1
10 10A		8.18 0. <b>44</b>	16 16 16	28 26	Sub		Set	3	Asp. ( )		7
11			19 19	32 32	Grv SCon.(d)(10,17) SCon.(d)(10,17)	6	St. Blk	3 5 4	Sc., water	T. (17), Sn	1
12 18	0.90	{ 1.15 2.60	16 16 <b>26</b> –37	26 26	Sub	6	Li	6			1
14 15	0.81	6.98	14 16	36	SCon. (d, h)(10) Sub. Sub.	6	Bitu. App. St Li App. St	3 3	Sc., water		1
16 17	4.27	{ 1.23 7.50	14 14–16 14	28-30 28-30	App. 8t Sub.6", Ap. 8t.3" Grv. Con. (d,(5)	5	App. St	3 2	Sc., water Asp. (2) Asp. (2) Asp. (7) Asp. (7) Asp. (7) Asp. ( ) Sc., water Sc., water Asp. (11) Asp. (10) Asp. (10)		1
18		4.75	{ 14 14	20	Nub	6	App. St App. St SCon(5,11) SCon(5,11)	13 6 6		т. (17)	
19 20	{ 11 .82	8.73	16 14 17–15	26 26	App. St	4	App. St	8	Sc., water T (17)	Ť. ( )	
21 22	1 3.69		16 16	28 32	Grv. 6", Set. 8". Grv.	9	Lo. St Set Li	8	T (17) Sc., water Sc., water		۱
23 24	0.28			20-32	Grv Sub	X	ii	8	So., water	•••••	
25	4.58		14 1	26 80 30	Li St. Lo St.	6 5 5	LiLo	3 3 3	Sc., water Asp. (10)		
26 27	0.44		14-15 16	20-00	UNG MAG	8	Lo	21 3	Sc., water. T (17) T (17) Sc., water. Sc., water. Sc., water. Sc., water. Asp. (10) Asp. (2) Asp. (2) Asp. (2) Asp. (2)		3
28 <b>20</b>	8.90 0.61		14 36} 16-26	20	8 Con. (d) (9).	8	LoApp. StAsp. Blk.	8 2 6	Asp. (10)		1
30	1.08		16	82	8. Grv. Con.(d) (5, 11)		H Con. (1). Br. (17)	٥	•••••	• • • • • • • • • • • • • • • • • • • •	۱

mileage			Costs			<b>.</b>		Pi	LEGENT	PAVEMENT		
Equivalent 16' mi	Per square yard of pavement	Per mile of 16'- 26' highway	Total	State's share	Date of con- tract	Per cent completed	Date of acceptance	Year resurfaced	Miles	Туре	County	Highw y
3.05 0.03	1.254 0.708	1	49,218 09	49,213 09	6/27/15	100	10/20/15				Sullivan.	5490
0 38 3.16 0.34	0.653	12,700 10,660	55,689 24	55,689 24	8/18/14	100	2/ 8/16		¦	Oiled	Greene	5491
0 61 1.53 4.26	0.992	10,190 12,689 10,136	58,804 58	58,804 58	7/ 1/14	100	9/30/15			Oiled	Madison	5492
0.27	2.090	24,910	7,078 80	7,078 80	6/29/14	100	11/13/14		<b></b>		Genesee.	5498
1.16 3 04 1 54 8.57 4.03 0.33	0.803 2.140 0.913 0.702	25,030 12,000 27,120 11,336 93,580 20,050	21,614 18 38,467 52 37,403 93 114,015 57 360,500 00	38,467 52 20,218 13 114,015 57	6/29/14 7/18/14 7/29/14 6/30/14 7/13/15	100 100 100 100 27	1/ 5/15 1/18/15				Steuben. Schence. St. I aw Orange	
1.46 0.59 6.28	0.802 0.750	17,136 16,572	41,066 66	41,066 66	7/ 9/14 7/29/14		12/28/15	ļ		Oiled	Albany	5496 5500
2.19 4.32 7.74	0.903	18,217 14,896 13,375	37,234 06 } 167,964 28	37,234 06 167,964 28	7/29/14 7/ 7/14	100	2/ 5/16 12/ 3/15 12/28/15			Oiled	Essex Albany Allegany	5501 5502
2.58 0.39	0.983 1.540	11.906 23.130	32,028 25 9,079 39	32.028 25 9,079 39	9/ 8/14 7/28/14	100 100	2/ 8/16 11/28/14				Wayne Rock	5500 5504
0.51 0.72 1.75	1.160 1.486	15,160 14,150 17,260	49,510 97	49,510 97	7/31/14	100	12/ 3/15				Nassau	5500
2.46 2.14	0.592	31,249 9,892	64,472 47 21,821 97	31,131 95 21,321 97	11/ 4/14 4/16/15	100 100	1/18/16 12/ 8/15				Proome. Monroe.	5506 5507
4.28 1.11 0.83	0.888	15,870 14,390 10,950	91,670 99	91,670 99	1/ 7/15	100	2/29/16				Ulster	5506
1.25 4.00	2.060 0.806	25,482 13,273	89,172 67	89,172 67	8/18/14	100	1/ 4/16				St. Law.	5509
8.18 0.44 5.09	0.897 0.801 0.663	16,290 21,360 11,770	137,500 00 9,400 00	187,500 00 9,400 00	10/ 8/14 11/ 4/15	41 83					Sullivan. Sullivan.	5510 5510
0.21 0.72	3.217 2.217	35,750 26,360	82,200 00		9/ 8/14	100	11/25/16	ļ		• • • • • • • • • • • • • • • • • • • •	Ontario .	5511
1.15 1.58 1.68 6.11	1.000	21,140 18,020 33,464 20,870	73,400 00 47,244 61 187,000 00	73,400 00 12,896 58 187,000 00	10/17/14 10/19/14	100 60	9/22/15				Bork Berk Bamilt.	5512 5518 5514
0.81 1.08 6.86	0.925 1.136	12,195 17,680 19,470	10,418 82	10,418 82 161,500 00	10/20/15	100 95	12/ 3/15				Madison Onon	5516 5516
3.73 2.78 1.27	0.773	12,234 17,190 14,060	48,323 87 9,900 00	48.823 37 69,900 00	12/12/14 10/20/14	100 95	12/30/15				Pteuben. Allegany	5517 5518
3.73 10.34 0.01	0.808	13,185 10,320 8.130	49,300 00 111,311 64	49,300 00 111,311 64		51 100	1/12/16				Saratoga Clinton	5519 5520
5.70 8.78 0.19	0.780	10,896	62,984 05 40,464 79	62,934 05 40,464 79	11/ 4/14 11/ 4/14	100 100	12/ 8/15 11/2 <b>6</b> /15			Oiled	Oneida Monroe.	5521 5521
5.27 4.01	0.587	10,110 15,360	53,728 46 65,678 10	53,728 46 65,673 10	11/ 4/14 1/ 6/15	100 100	10/26/16 12/23/16				Hamilt herk Cayuga	5524 5524 5525
2.87 1.60	0.937	12,225 9,658	49,882 16	49,382 16			10/14/15			•••••	Oswego	5596
0.44 3.41 1.46	2.190	13,355 28,370	48,364 44 44,810 22	48,364 44 14,783 71	1/ 7/15 12/11/14	100	12/30/15 12/28/15			•••••	Dela Warren Mozroe.	5525 5526
6.31 0.96		14,780 24,400	81,800 00	78,200 00 88,182 45		98	******	•••••	• • • • • •		Jeffers.	5529 5530

### APPENDIX A - STATE HIGHWAYS JANUARY 1,

Мп	.26	*			MATI	BRIALS USED	IN (	CONSTRUCTION	
	act	pavement	of roadway	BOTTOM			10	P	
Accepted	Under contract	Width of pa	Width of ro	Kind	Thickness	Kind	Thickness	Binder	Surfacing
	0.69 0.63 0.37	†16-20 32-36 16	26-30 32-36 28	S Con. (d) (15). S Con. (5, 17)	151	F Coa. (15) Br. (32) Br. (23)	6-P		
	4.89	10 14 10		S oulder; Sub Lo. St	 5 4	SCon(5,17) Sl Lo. St	3	Asp. (2)	
{ 1.93 { 0.37		16 16	20			F Con. (a)	6}-P		
4.61			28, 32	S Con. (d) Sub. 6, Gab. 2 Sub	8	Li	3 3 6-P	Sc., water Asp. (10)	HO (10)
0.21		14 27 10-32	29 32	Sub.8" Gn.Sy.2" 3 Con.(d)(5, 16)	10 5	Ga. Sy Br. (28) H. Con.(al.)	3	Asp. (2)	
2.84		[ TO	32 32	Li	8	3, 10) Li Li	8	Sc., water Sc., water	CaCl
10.16	7.81 5.98	16 14 14 14	32-36 24, 26 24	Li App. St Lo St Lo St Sub. 6', Lo. 2'	5 3 3 8	Li Lo St Lo St Lo St	3 3 3	Sc., water Sc., water	H O. (10)
	6.95 { 5.90 0 98	16 16 22–40	26-33 33 22-40	S Con. (16)		F Con. (5).	6		
4.48	5.62	14 16 16	28	S Con. (9)	 5	Br. (1) App. St F Con. (5) App. St	18P	So., water So., water So., water So., water So., water So., water MM-2	
5.91 1.36	•••••	14 16-61	22-32	S Con.(d)(1, 10) S Con. (10)	 5	FCon.(a) (1, 10) Br. (3) Br. (3)	P 4		
1 0 63		14-40 <b>26</b> -28	26-47	8 8 74.74 1 18 18 18 18 18 18 18 18 18 18 18 18 18 18 18 18 18 18		F Con.(10)			
{ 0.57 8 22	3.34	14 16 14–16	26-30	11, 16, 23) Sub. 6°, Lo. 2°. Lo Sub.	6	Br. (1) Lo St Gra. & Ga. Gra. & Ga.	3 3	Sc., water	
5 73 4 58 4 1)		16 16 16		Sub	6 8	Ga.	3 3	Sc., water Sc., T. (17) T. (17)	
0.17	6 03 4.69 8.89	16 10-12 16 16	40	Sub Sub Sub Sub.	6 6	App. St Li Li Set	3 3	Sc., water Asp. (10). Asp. (10). Sc., water Sc., T. (17). Sc., water Sc., water Sc., water Sc., water	CaCl CaCl T. (17)
{ 0.76 0.37		16 16	22	Grv.Con.(g)(1). Grv.Con.(g)(1).		P Con (1)	†7P		
\$ 4.42 \$ 2.03		40-16 16 16	40-13 32 32	Grv.Con.(g)(1).	5	Br (3) F Con. (11) F Con. (11)	4 6 †8P		
( 0.25	5.07	16 24-36 16	26-29 32-39 32-44	S Con. '11) 3Con.(d)(10,16)	5 	Br. (3) Br (3) F Con. (10, 16)	4		
0.23	7.31 7.78	14-16 14-23		Grv Sub. Sub. 8", St. 11".		LiSI	3	Sc., water	CaCl
3 05 7.02 4.79		14 14 14	26	Ger Con (d)(8)			8 3	Se., water Asp. (10)	Asp. (10)
	2.97 { 1.94 { 1.30	16 16 16	29 26 26	Sub Sub App. St Fib.8", Ap. St. 2" App. St	6 5 10	Li St App. St App. St App. St App. St	3 3	Asp. (11). Se, water. Asp. (10). Asp. (11). Asp. (10). Asp. (10). Se, water.	
	1.05	16		\pp. St\ \pp. St\ \pp. St\ \pp. St\ \documents		1		Se., water Asp. ( ) Asp. (10) Asp. (10)	

<sup>†</sup> Changed from original plans. § Combined with 5498.

3			Совтв					P	RESENT	PAVEMENT		:
Equivalent 16' selles	Per square yard of pavement	Per mile of 16'- 26' highway	Total	State's share	Date of con- tract	Per cent completed	Date of accept- ance	Year resurfaced	Miles	Туре	County	Highway No.
0.78 1.43 0.37	2.412 2.150	18,097 32,008 23,680	} 50,964 36	26,854 88	12/15/14	100	12/28/15				Wash	5531
0.23 4.27 0.12	0.900	11,950 13,290 11,296	71,800 00 30,052 89	71,800 00 30,052 89		100	 12/28/15		ļ	{	Allegany Steuben Renss	5532 5532 5533
1.94 0.37 4.04	2.270	15,366 26,175 12,026	61,187 90	61,187 90	1/ 8/15	100	1/29/16		ļ ,		Saratoga	5534
5.76 0.19 7.81	0.809 1.168	10,560 13,980	64,477 84	64,477 34	4/16/15	100	1/28/16				St. Law.	5535
7.31 0.37	1.062	13,480 24,430	108,327 98	103,327 98	1/ 7/15	100	1/4/16		¦ 1		St. Law.	
1.61 1.61	0.892 0.598	18,200 9,125	37,699 18 28,583 74	29,846 85 28,583 74	7/19/15 1/11/15	100	1/27/16 12/20/15				Steuben. Genesee.	5537 5538
1.23 7.31 8.91 5.23 3.94	0.681	9,910 14,284 11,002 12,760	87,000 00	87,000 00 104,196 53 66,300 00 46,592 33	9/28/15 1/ 6/15 1/ 6/15 1/ 8/15	44	12/22/16				Monroe . Lesex Essex Saratoga	5539 5540
7.35 6.24 2.08	1.100 1.125 2.208	17,904 18,332 28,452	140,000 00 167,000 00	140,000 00 129,000 00 50,855 00	3/29/15 5/24/15	42 49					Cattarau Cattarau Schenec	5543 5544 5545
4.99 4.55 9.70		12,385 16,000 33,809	1 1	78,579 59 24,900 00	10/25/15	23	12/28/15				Erie Oneida	5546 5547
5.17 2.37 0.25	0.933 2.344	13,810 27,050 37,422	146,006 39	-	5/17/15		12/ 2/16				Jeffers	5548
1.69	1.063	22,590	1	21,000 00	6/13/16	39					Dutchess	ĺ
1.03 3.00 0.59 7.17 5.73 4.58	0.805 0.570 0.748	42,547 13,402 9,450 11,120	43,200 00 88,798 09	43,200 00 88,798 09	7/17/15 5/24/15 5/ 7/15	82 100	11/30/16 12/28/15				Erie Schenec. Frank	5550 5551 5552
5.73 4.58 4.19 0.17 4.41	0 600 0.697 0.978	10,560 13,027 12,750 17,194 16,342	53,977 65 2,906 24 80,000 00	60,927 37 53,977 65 2,906 24	5/24/15 6/18/15 6/10/15 6/12/15	100 100 100	12/12/16 12/ 6/16 11/29/16 12/28/15				Opeida Fulton Albany Orleans	5558 5554 5555 5556
4.69 8.89 0.76	0.693	10,687	50,800 90 88,500 00	80,000 00 50,800 00 88,500 00	7/24/15 11/15/15 6/18/15	45 78 76	•••••			{	Schuyler Oneida Herk Oneida	5557 5558 5559 5659
0.87 0.52 4.72	1.876	13,765 22,615 22,615	32,067 37	24,115 15	6/18/15	100	1/ 4/16		ļ		Niagara.	5560
4.72 2.11 0.25 0.68	1 / 1/3/3	13,392 13,810 21,650 23,491	41,781 06	41,781 06	6/17/15 6/18/15	100 100	12/18/16 1/ 4/16			•••••••••••••••••••••••••••••••••••••••	Ningara. Ningara.	5561 5562
5.01	1.110	14,029	} 88,000 00	78,300 00	6/26/15	30	•••••				Niagara.	5563
6.57 7.48 9.23 2.67	0.920 1.005 0.843 0.676	13,537 14,848 12,020 11,215 16,156	84,500 00 117,100 00 2,809 56 31,781 07	84,500 00 101,500 00 2,509 56 31,781 07	7/15/15 7/22/15 7/17/15 7/16/15 7/15/15	100	10/19/16 1/25/16 1/ 3/17			Oiled	Steuben. Chen Cortland i cmp	5564 5565 5566 5567 5568
8.51 4.19 2.97 1.94 1.30	0.775	11,550 14,568 17,141 17,774 15,586	50,996 51 44,900 00 73,500 00	50,996 51 44,900 00 78,500 00	7/16/15 7/14/15 7/15/15 7/16/15	100 100 79	10/14/16				Chen Scho Ulster West	5569 5570 5571
1.05		1	J			•••					Orange	£5572
1.17 2.15 0.43	0.723 0.871 0.999	12,785 23,179 24,881	} 42,400 00	15,500 00 15,000 00	8/31/15 8/31/15	100	•••••			••••••	Orange Colum	5573 5574

See page 518 for explanation

### APPENDIX A - STATE HIGHWAYS JANUARY 1.

	(ILBS	12	_		MAT	TRIALS USE	D DN	Construction	
	l set	of pavement	of roadway	воттом			T	OP .	!
Accepted	Under contract	Width of pa	Width of ro	Kind	Thickness	Kind	Thickness	Binder	Surfacing
	4.12	14	24-26	Sub	6	Lo. St	3	Sc., water	CO. ( )
4.6		12 14 14	96_31	Old Mac Set. Sub	8	App. St Sst	Var.	T. (17) Asp. ( )	T. (17) Sa
1.8	8 6.55 6.97	14 16 10-14		Set. Sub. 6", Lo. 2". Sub. Sub.	8	Fld Lo. St	3 3	Asp. ( )	
9.1	4.53 4.77 4.21	14	32 26 26	St. Sub	6 6 6	Br. (18) Li Sst Li	3 3 3	Sc., water Asp. (10) Sc., water Sc., HC. T. ( )	CaCI
•••••	6.18	14-16	26	Sub	6	Li	3		
{::::	7.91 0.37 4.75	35 17	35	Sub S Con. (10, 12).	5	Br F Con	3 4 61 3	Sc., water	
	0.40	16	) OU	Sub Old Mac Sub	6	Fld	3	Sc., water Sc., water Sc., water Asp. (11)	
	0.40	22	32-36	Sub	6	и и	3		
$\left\{\begin{array}{c} 0.2 \\ 0.1 \\ 0.0 \end{array}\right.$	5	16 16 16	24 24	Sub. 6, Li. 2 Li	8 †3 2	Li Li	3 3		CO. (10) CO. (10) CO. (10)
	. { 2.82 4.87	16 16	32	Fld	5	ц	3	Sc., water Sc., water	
	2.87 0.92 0.01	14 14			8 5	Li App. St App. St Br	4	Sc., water	
• • • • • •	. 0.91 2.83	14-49 14	24-49 28	Con. (d) Grv. 5", Grv. 4" Grv. 5", Grv. 4" SCon. (e) (16,20)	9	Li	21	Asp. ( ) Sc., water	
· • · · • ·	. 0.17 0.63 . 5.34	25-48 16 16	28 28	Sub	5 6-P	Ц	4 8	Sc., water	
· • • • • •	1.10	35-40	35-40	S Con		Br			
2.1	i ::::::	16-20	24-32			F Con. (10,	7-P		
	. 1.03 0.82		24-40 19-53	S Con. (1.6)	5	18) F Con.(1,6) Br. (17)	5-P		
• • • • •	.   { 1 53 0 46	14 36–80	30 36–80	S Con. (1.6) Sub S Con	6 5	Grn Br	3 4	Asp	
	4.73 2.17	16	32			F Con	6-P		
	3 89	14 14	28 28	 	· · · ·	F Con F Con F Con	7-P Av.6 7-P		· · · · · · · · · · · · · · · · · · ·
	0 63 5.76 2.18	14 14 14	26 28	LiSubSub	5 6 6	LiSIApp. St	3 3	Sc., water Sc., water Asp	
Ö. 1	10.36 10.36 	14, 16 14 16	28 28	Sub Sub. 6, Li. 2	6 8 6	F Con App. St Li Sl	61-P 3 3 3	Asp. T (17) Sc., water. Sc., water. Asp. Asp. Asp. T	Asp. (10)
• • • • • •	2.26	14, 40 16 14	24-26	Sub Grv Sub	5 6	Grv Li.	3	Sc., water	<b>ст</b>
· • • • • • •	4.42 3.81 0.21	14 14-22 22-28	30 28-32	Sub. Sub. S Con.	8	Li	3	Asp	••••••
	2.73	22-28 14	26	Sub	8	Br Li	3	T	•••••

<sup>•</sup> See Appendix B, list by counties. † Changed from original plans.

8			Costs			-	1	P	RESENT	Pavement		
Equivalent 10 miesge	Per square yard of pavement	Per mile of 16'- 26' highway	Total	State's share	Date of con- tract	Per cent completed	Date of acceptance	Year resurfaced	Miles	Туре	County	H. T.
3.69	0.984	13,145	51,100 00	51,100 00	8/31/15	45					Schuyler	55 55
3.54 6.41	0.076	1,049 15,809	3,962 41	3,962 41 112,300 00	8/30/15 8/31/15	100 23	12/ 3/15				Tomp Ontario Scho	55 55
0.58	0.859	15,339 19.203	34,513 14	31,513 14	8/31/15	100	11/23/16	• • • • •	• • • • • • • • • • • • • • • • • • • •		Wash	55
6.55	0.716	12,453	82,400 00	82,400 00	8/30/15	49					Herk	55
5.87		16,040 26,500	105,000 00 11,899 28	105,000 00 2,903 02	6/10/16 9/10/15	100	5/ 5/16	· • · • · ·			Dutchess Monroe	55 55
1.53	0.770	11.946	57.000 00	57,000 00	10/26/15	100	0/ 0/10				Genesee.	55
4.18	0.828	13,516 13,272	60,500 00 57,000 00	60,500 00	8/24/15	30					Greene	55
4.21 5.58	0.720	9,669	54,900 00	57,000 00 49,945 00	8/24/15 8/24/15	51 10					Herk Chen	55 55
- 1		1 1		1	1000000					{	Madison	55
8.99 0.91	0.637	10,316 24,671	75,700 00 \ 102,900 00		8/30/15 4/21/16	27 36			• • • • • •		Madison Onon	55 55
5.05	1.035	15.716 40,751	1									1
3.55	0.463	40,751 38,404	} 156,094 73	156,094 73	8/26/15	24		• • • • •			Greene	55
1.05	0.871	11,128 12,994	53,800 00	51,500 00	10/26/15	93					Seneca	58
).55 ).21	0.745	9,800	<u> </u>								Niagara.	*55
). 15	0.618 0.535	8,610 7,830	3,351 50	3,351 50	10/26/15	100	6/14/16	. <b></b>			Orange	55
0.02		10,533	) 1 78,000 00	79 000 00	10/94/18	٠					Saratoga	•54
.82 .87	0.586	9.032	}			•				[	Livings	58
2.51 0.80 0.05	0.028 0.798 2.850	10,127 11,723 32,712	38,900 00	38,900 00	10/20/13	18					Clinton	55
1.19	0.874	14,166 12,852	50,700 00	40,300 00	10/26/15	85					Cort	55
0.37 0.63	2.070	30,009 31,417	30,400 00	24,200 00	11/ 9/15	32					Chaut	5.5
5 34	0.674	12,565	68,200 00	68,200 00	9/11/15	7					Oneida	55
2.32	2.316	33,173	78,000 00	29,400 00	8/21/16	3		• • • • • •			Saratoga Ulster	55 *53
::::											Ulster*	
2.13	1.179	15.142 16.077	33,000 00			100	12/12/16	. <b></b>	 		Erie	56
0.63 1.73	2.396	29,575	[			30					Ulster	56
1.34		20,452 36,072	82,100 00	43,300 00	8/21/16						Frank	50
••••	•••••										Orleans	*50
								:::::			Oneida	*50
		15,328	78,800 00	70.000.00							West	1-50
4.73 2.17	1.225	15.280	36,000 00	78,800 00 36,000 00							Cattarau Cattarau	50
3 36	1.033	15,738	55,000 00	55,000 00	7/15/16	6		l			Cayuga	50
3 36 3 29 0 55	1.189	15,280 15,738 18,290 15,295	75,800 00	75,800 00	7/11/16	13					Cayuga	50
5.04	1 121	18 245	170 600 00		7/14/16	21			ļ		Steuben.	54
1.91 6.14	1.690	21.020	170,000 00	170.600 00							St. Law	1
9.06	0.922	21.020 14.285 19.303 12.465	141,000 00	141,000 00	8/22/16	100	11700711				Franklin.	
0.10 9.17	0.812	12.465	1,917 44 126,000 00	1.917 44 121.000 00	8/17/16 8/21/16	100	11/29/16				Albany Allegany	56
2.26	U 588	11.00	31,300 00	31,300 00	8/21/16	58	l	ļi			Ontario	50
0.53 3.87	1 103	13,279 14,453	11	63,000 00	8/21/16	16		·····	· · · · · ·		Jeffers	50
3.41	0.947	15.329 32,881 16,495	69,000 00	56,200 00	8/21/16	12		ļ. <b>.</b>			Jeffers	54
2.39	1.086	16,495	41,000 00			15					Scho	50
0.94	1.091	13,776	12,848 40	7,990 52	8/21/16	100	1/24/17			[	Ontario	56

### APPENDIX A - STATE HIGHWAYS JANUARY 1,

See page 513 for explanation

	Mı	LES	4			MAT	PERIALS USE	D IN	CONSTRUCTION	l	<b>4</b>
d		j ş	verbei	dwa	BOTTOM			T	OP .	l	***
Highway No.	Accepted	Under contract	Width of pavement	Width of roadway	Kind	Thickness	Kind	Thickness	Binder	Surfacing	Square yards o
122 123 124		5.19 { 0.64 0.66 1.04	16 18-24 14 15-24	22-28	Sub. Sub. S Con.	 8 6 5	F Con Li Li MM-2	7-P 3 3 2	Sc., water Sc., water Asp		48,71 8,31 5,56 10,84
25 26 27 28		3.94 6.79	16	30-32	Sub.		F Con App. St	Av 6			37,02
29 30 31		1.76 { 0.71	14, 16 16–26	26-45 26-35	S Con(Railroad).	 5	F Con Bitu	6 2 7			16, 18 11, 13 3, 12
32 33		0.57 5.28	14 14	39 28–30			F Con	8 7-P			4,73 43,35
34 35 36 37		3.93 5.77	16	26 26	App. St.		F ComApp. St		т		
								H	IGHWAY8	Built U	NDE
p. 1, 78	0.10		16	Var.	Rock fill		Grv	8 av			
p. 5. 78	1.05		20-25 263-323		Sn. Sh., Tr S. Con. (9)		Tr Tr	3 2	Sc., water Asp. (10) MM. 2		12,67 9,79
					Roa	D8	PAVED	В	Countie	S AND T	'AKEI
00	4.31		16		Fld		Fld	4	Sc., water		40,46
01 02 03 04 05	2.75 1.46		14 14 12 16-40 16	28 28 28 16-40 18-26	Li Lo Li Blue Grit Fld	3	LiLiLoBlue Grit	8 8 3-41 5			14,49 5,53 19,43 7,79 50,40
006 007	3 75 6 88		12 12 11	23	St		St Grv St	7	Sc., water	••••••	26.40 48.40 53.33

<sup>\*</sup> See Appendix B, hist by counties.

			Costs			-		Pı	LBSENT	PAVEMENT		!
Equivalent 16' mileage	Per square yard of pavement	Per mile of 16'- 26' highway	Total	State's share	Date of con- tract	Per cent completed	Date of acceptance	Year resurfaced	Miles	Туре	County	Highway No.
5.19 0.89	1.282 0.894	21,061 14,913		119,400 00 15,000 00							Erie	562 562
0.59 1.16 3.94	1.667	13,871 24,243 16,226	30,100 00 71,000 00	71.000 00	l		1				Otsego Onon	562 562 *562
1		15, 169	l .	i .	1	1	1		1		Tomp Dutchess Colum	*562 562 *562
1.18 0.34	2.378 1.458	18,680 35,119	1 5	l	i .						Onon Herk	*563 563
4.62	1.167 1.233	16,010 16,620	}		'						Oneide	*50
4.98 5.61	1 . 429 0 . 785	17,369 26,809	70,000 00 158,300 00	70,000 00 158,300 00							Erie Erie Albany Wash	*56: 56: 56:
PEC	IAL	APP	ROPRIATI	ONS								
			48,867 80	48,867 80	1/24/13	ļ					Wash.	Chi 51 La 19
1.35 1.04	0.849 1.651	16,142 23,670	} 45,524 08	24,592 10	12/14/14	100	12/19/16				Alb'ny	Ch. 29 La 19
VEI	BY	Sta	TE FOR	' Mainti	' ENANC	E	ı				,	
				·····	1907-'03		ļ	{ 1912	0.85	4" Bit. Mac } 21" Bit. Mac. }	Rock	900
1.55 0.59		1	15,202 73				1911			Oiled	Niagara.	900
0.83 5.48 2.81		3,000	5,000 00		1906	!		1915 1916 1915	7.30 8.75	Bit. Mac 24° Bit. Mac Bit. Mac	Dutchess Dutchess Rock	900 900 900

• •, `

### APPENDIX B

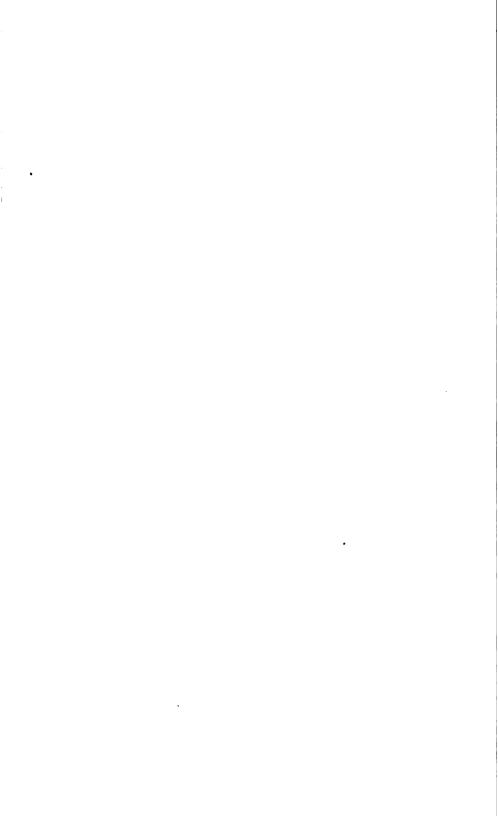
### TABLE ARRANGED BY COUNTIES

### SHOWING

### Status of All State and County Highways

Plans for which have been approved from January 1, 1898, to December 31, 1916

[619]



>	
٤	
MEC	
N V	
_	7
2	2
ATR	7

		ALD.	ALBAMI COUNTI					;	
COUNTY	HIGHWAYS.	-				Wilder.		Miles	Miles ap-
High-	High-	Nome of Nichael	•	Miles		in city or vil-	Miles com-	struo-	and
90	Ö	MANAGE OF DIENTES	LOWIL	II MO1	CITY OF VILLE		pieted	11013	CONTRACT
1	۷ 70			:	Albany c	0.60	5		
-	OF-0	Delaware, Fart 1	Bethlehem	0.41		::	1.01	:	:
į	į	,	Colonie	3.05		:	. 6		
177	95	[rondon			Albany 6	0.38	3.41	:	:
41	2	Dolomon Dowt 9	Rethlehem	9.74			9.74		
: ;		Calamaic, 1 at v 2	To all the manner of the second			:		:	:
85	135	Delmar—Slingerlands	Bethlehem	1.74		:	1.74	:	:
119	206	Loudon, Part 2	Colonie	3.92		:	3.92	:	:
124	207	North	New Scotland	1.84		:	1.84	:	:
474	8			:	Albany c	0.57	6		
710	30·····	Albany—Schenectady, Fart 1	Colonie	1.74		<u> </u>	7.91	:	:
	200		Клох	1.30		:			
777	741, 280	Schonarie, Farts I and Z	Guilderland	3.70		~	3.6	:	:
1	4 070	, , , , , , , , , , , , , , , , , , ,	Bethlehem	1.88		:	5		
110	₩-a	Delaware, Fart 3	New Scotland	5.55		:	8.	:	:
192	320	Beaver Dam	Berne	3.54		` :	3.54	:	:
1934	243	River	Bethlehem	8.13		<u>.</u> :	8.13	:	:
901	070	,	New Scotland	3.27			9		
OgT	Z#0	Delaware, Fart 4	Berne	3.25		~_ :	0.02	:	:
100	076	Delement Beat R	Westerlo	5.43		بــ :	1 00		
001		Delawate, Fart J	Renaselaerville	2.45		<u> </u>	8	:	:
364	388	Preston Hollow-Potter Hollow	Rensselserville	3.13		:	3.13	:	:
	j								

1 Included in State Route No. 25.
2.74 miles included in State Route No. 25.
2.74 miles included in State Route No. 7.
2.74 miles included in State Route No. 7.
4.072 mile included in State Route No. 3.
4.072 mile included in State Route No. 3.
5.25 mile included in State Route No. 3.
5.25 mile over bridge not constructed.
5.25 miles of villages.

## ALBANY COUNTY -- Continued

		ALBANI	ALBANI COUNTY — Continued	ged						_
COUNTY E	COUNTY HIGHWAYS.					Miles		Kilz	Miles ap-	
High.	į		•	Miles		in city	Miles	under	p p	
No.	Petition No.	Name of highway	Town	town	City or village		pleted a	struction	awaiting contract	
365	391	Guilderland Center-Guilderland	Guilderland	1.80		:	1.90	:	:	
3661	394, 395, 398	New Scotland—Wolf Hill	New Scotland	6.84		:	6.8	:	:	
2			Bethlehem	6.17		 :	F			
<u>ک</u> و		Glenmont—reura Dusn	New Scotland	0.60		`: ::	2.0	:	:	
<b>38</b>	389	Albany—Schenectady, Part 2	Colonie	5.14		:	5.14	:	:	
202	306	Solbirb Commons	Bethlehem	0.28		<u>-</u> :	4 77			
3		Colore & Cody Maries	Coeymans	4.49		<u></u>	ļ	:	:	
2963	398	Wolf Hill—Berne	Berne	7.34		:	7.34	:	:	
604	390	Troy-Schenectady, Part 3	Colonie	3.88		:	3.88 88.	:	:	_
630	880	Troy-Schenectady, Part 4	Colonie	2.24		:	2.24	:	:	
BAB	207 1284	Tadion Wolde Domesonille	:	2.78		<i>ب</i> ـــ	4 19			
25	087, 1004	THURST FIGURE TOURS IN THE	Westerlo	1.34		:	4.16	:	:	
6474	398	Albany—Slingerlands		:		:	:	:	:	
755	302 303	Altemont-Knor	:	3.04		<u>-</u> :	4 25			
3	034, 030	The state of the s	Guilderland	0.61		::	3	:	:	
280	1352	Cohoes City—Boghts Corners	Colonie	2.17		:	2.17	:	:	
791 6	391, 2498	Albany—Guilderland	Guilderland	0.70		:	:	:	:	
792•	879	Schenectady Co. Line—Guilderland.	Guilderland	:	: ,	:	:	:	:	
840	V-43	Altamont Village	Guilderland	:	Altamont, v	1.10	.1.10	:	:	
<b>8</b> 28	878	Shakers—Watervliet	Colonie	6.28		:	6.28	:	:	
948	778	Voorheerville—New Salem	New Scotland	2.89	Voorheesville v.	0.7	3.76	:	:	
948-A	V-104	Voorheesville—New Salem	New Sootland	:	Voorbeerville v.	0.17	0.17	:	:	
<b>8</b> 20	3021	Watervliet City: Nineteenth Street.		:	Watervliet, c	0.46	0.46	;	:	
957	3020	Cohoes City: Columbia Street		:	Cohoes, o	0.43	0.43	:	:	
222	2493	Albany—Watervliet	Colonie	2.46		:	2.45	:	:	

:	:	:	:	:	:	:	:	:	:		:	:	:	:	:	1.45	0.62 0.93 1.45
:	i	:	:	:	:	:	:	8. 8.	i		5.76	<b>88</b> .0	3. 13	5.62	2.93	:	21.22
4.35	8.27	0.75	0.18	1.77	1.25	1.83	6.70	:	3.41		:	:	:	:	:	:	143.11 21.22 2.82 4.38 150.31 21.22
<u> </u>		0.75	0.18	:	:	1.03	:	:	0.78		:	:	:	:	::	0.93	3.75 4.38 8.13
		Albany, c	Watervliet, c			Cohoes, c			Altamont, v							Ravena, v	
1.73 2.62	4. & 2. &	:	:	1.71	1.25	:	6.70	8.8	2.63		5.76	0.88 88	3.23	5.62	0.81 2.12	0.52	164.85
	nd	:	:	:		:	:	:	:		:	:	:	:		:	
Berne	New Scotland			Bethlehem	Bethlehem		Coeymans	Knox	Guilderland		Westerlo	Colonie	Guilderland	Westerlo	Berne	Coeymans	
East Berne—Clyckman Church $\left\{ \begin{array}{l} \text{Berne} \dots \end{array} \right\}$	Feura Bush—Indian Fields Coeymans	Albany City: Central Avenue	Watervliet City: Third Avenue	Elsmere—Bethlehem Center Bethlehem	Albany—Glenmont Bethlehem	Cohoes City: Vliet Avenue	Coeymans—Indian Fields, Part 2 Coeymans	Knox-Berne Knox		Dormansvill — Westerlo — Ford	Corners Westerlo	_	Osborn Cor.—Schenectady Co. Line Guilderland.	Dormansville—South Westerlo Westerlo	Thompsons Lake—Van Auken Cor. Knox	,	7. Contract mileage 6.85, of 237 on Route No. 7. State Route No. 6, and built as No. 5636; 3.26 miles. ed by Division Engineer.
		Albany City: Central Avenue	V-216, 3417. Watervliet City: Third Avenue								Corners			:		1354, V-381. Coeymans—Indian Fields, Part 1 Coeymans	14.62 miles included in State Route No. 7. Contract mileage 6.85, of Tow were constructed.  3.60 miles were constructed in State Route No. 7. Vills a Included in State Route No. 7.  8 Included in State Route No. 42.  8 Dulls as State Highways Nos. 5010 and 5237 on Route No. 7. Gitti Chignal plans 6.07 miles Designated as State Route No. 6, and built No. 5155 and No. 5636.  9 Included in State Route No. 6 and built as No. 5638; 3.26 miles.  1 Included in State Route No. 6 and built as No. 5036; 3.26 miles.  1 Original contract cancelled: work completed by Division Engineer.  9 Original contract 6.40 miles. Portion at grossing omitted.

# ALBANY COUNTY — Concluded

Garine Heatman					3						<b>34</b>
Diaris mon	4			•	Miles	•	Miles in eity	Miles		Miles approved	
No. No.	Route No.	Seo- tion	Name of highway	Town	to the	City or village			tion	awaiting	
5010	7	œ	Slingerlands—New Scotland	Bethlehem	0.98			1.98	:	:	
5039 1	2	-	West Berne—Gallupville	Клох	0.64		:	0.64	:	:	
5155 1	9	1	Albany—Guilderland	Guilderland	5.32	Albany, c	0.05	5.37	÷	:	An
5237	2	9, 10	Slingerlands—Albany	Bethlehem	3.32	Albany, c	0.91	4.23	i	:	IA'J N
5409	က	•	Albany—Bethlehem	Bethlehem	. 83	Albany, c	0.18	2.38	÷	:	R
5501	2	4	East Berns-New Salem, Part 1	Вегле	2.86		:	2.86	:	:	EP(
5555	x	, 8		Colonie	4.20		:	4.20	:	:	)R'
5614	23	-	Loudon—Crescent, Part 2	:	0.10		:	0.10	:	:	T
5636	9	81	Schenectady Co. Line—Guilderland		3.93		:	:	3.93	:	0 F
					24.55		:	20.62	3.93	:	THI
				Villages			1.14	1.14	: :	: : : :	C
				Totals 2	24.55			21.76	3.93	:	
SPECIAL HIGHWATS.	GHWAY	,		II							
Chap. 295, Laws of 1913.	Laws o	f 1913.	The Southern Boulevard	Bethlehem	0.44	Albany, c	1.15	1.59	:	:	

		S:	TATE	C	O <b>MIN</b>	(1881C	NER	0	r H	IGH	W.A	YS		62
				:	:	:	i	:	:			:	:	
:	:			:	:	i	:	:	:	8	3	8.64	7.29	
1.15	1.59			4.68	4.18	6.10	9.90	:	6.71		:	:	:	
1.16	1.15			:	0.41	0.54	0.46	· :	1.28	1.19	:		1.87)	
					Wellsville, v	Friendship, v	Cuba, v		Bolivar, v	Richburg, v			Angenca, v	
	0.44			4.68	1.95	8.88	6.33 3.11	:	8.12 1.14	: 8	32	90.0	7.29 82.7	
Oltice	Totals	ALLEGANY COUNTY		Rushford	Wellsville	Friendship. Wirt	Clarksville	Hume	WirtBolivar	Bolivar	Amity	Belfast	AngeucaGenesee	1 under No. 965-A.
		ALLE		East Rushford—Gordonville Bridge.	Wellsville—Hallsport	Friendship—Bolivar, Part 1	Obi—Cuba	Fillmore—Hume	1591, 1592, Friendship—Bolivar, Part 2	) Belfast—Transit Bridge		Belvidere—Transit Bridge—Angelica	Genesee—Portville	1 Part in Schoharie county. Total length 4.01 miles.  1 Original contract forfeiled.  2 Constructed as State Highway No. 5518 on Route No. 16.  4 Original contract accepted. All but 0.39 mile in Cuba village resurfaced under No. 965-A.  8 Exclusive of villages.
			COUNTY HIGHWAYS. Pettion	1581	1586	1570, 1591.	1563, 2889.	1577	1591, 1592, V-230, V-231	3025	1542 1546	1548, 1549,	30/8, v —) 1572	Schobarie county. I contract forfeited. I contract accepted l contract accepted ive of villages.
			COUNTY	801	945	964	9654 965-A	1001	1246	1260	_	1260	1322	Part in Congina Construction Constructions

# ALLEGANY COUNTY - Concluded

Conser 1	Connty HIGHWAYS.	ALLEGAN	ALLEGANY COUNTY — Concluded	onciu	qeq				Miles an
High- way No	Petition No.	Name of highway	e) Town	*Miles in town	City or village	Miles in city or vil-	Miles com- pleted	under oop- struc- tion	proved and awaiting contract
1366	V-361, 362, 1554, 1555, 1556, 3067, 3661	Van Sooters Corners—Canaseraga—}	Вить	5.18	Canaseraga	1.70	:	<b>6</b> .88	:
			Towns 50.85 Villages	50.85		7.53	3.86	3.67	
			Totals	<b>3</b> 8.0 <b>8</b>		7.53	31.57	8.81	
State Highways. Route No.	IGHWATS. Route Sec-								
5023	16 2	Cuba—Black Creek, Part 1	Cuba		Cuba, v	0.43	2.83	:	:
5129	4 8	Wellaville—Scio	Wellsville	0.71 3.60	Wellsville, v	0.19	4.50	i	:
51741	4 14, 15 16 1	Cuba—Friendship	Cuba	2.76	Cuba, v		<b>4</b> .8	Ė	:
53121 5312-A	Pet. V-1047	Cuba—Friendship, Part 2	Cubs. Friendship.	25.50 28.28	Friendship, v	1.15	88.		

5312 B	4	12	Cubs-Friendship		0.14 Friendship, v	۷.:	න ි	0.17	:	:	
5341	4	10, 11		Friendship 3.75 Amity 3.05				6.80	:	:	
5419	Pet.	V-1089	Pet. V-1089 Andover Village	Andover	. Andover, v		1.51	1.51	:	:	
5476	4 Pet.	9 V-1154	4 9 Belmont—Scio	Amity 3.23	23 Belmont, v		1.41	4.64	:	:	
5481	4	€	<u> </u>	Wellsville 4.32 Andover 2.90	2 Q			7.22	:	:	
5483	4	4	Wellsville Village		Wellsville, v		0.76	92.0	:		
5502	4	1-4	1—4 Andover—Alfred Station—Almond. Alfred		= 80 I	: :	 : :	12.06	:	:	
5518	16	11, 12	Caneadea—Fillmore—Hume	Almond 3.17 Hume 4.75		: :	: :	:	4.75	:	
5532 4	12	-	Arkport—Van Scoters Corners	Burns 2.58	1 28		:-	:	2.58	:	
5615	16	7-10	Balfast—Caneadea		44.65		<u>·</u>	:	9.01	:	
Part in Cattaraugus county. 'Original contract 6.10 miles. 5312-A. 'Grade crossing elimination. 'Total length 5.25 miles. Part 'Exclusive of villages.	ntract ing eli b 5.25 if villa	rus county 6.10 mile imination. miles. Pr	Part in Cattaraugus county. Total length 4.65 miles.  Original contract 6.10 miles. 4.78 miles cancelled and re-let ss No. 12-A. Trade crossing elimination. Total length 5.25 miles. Part in Steuben county.	Towns 60.10 Villages Cities				43.70 16.40 7.05	16.40		
					· II						

### BROOME COUNTY

Miles ap-	and awaiting		:	:	:	:	:	:	:	:	:	:	:	:	:	:	:	:	:	:	:	:		:	: :
Miles	9 2 5 E		:	:	:	:	:	:	:	:	:	:	:	:	:	:	:	:	:	:	:	:		:	: :
	Miles com-	,	1.75	2.96	1.97	2.08	2.17	2.17	1.82	0.93	98.0	0.57	1.01	2. 88	1.87	2.78	1.70	9.00	1.8	1.75	3. 2.	3.87	6	9 6	7.83
Mila	or rity			` :	:	:	:	0.95	:	:	:	:	:	:	:	:	:	:	:	:	:	:	::	:	: :
	City or village							Endicott, v																	
	Miles in	0.0	1.69	2.98	1.97	2.08	2.17	1.2	1.8	0.93	<b>.</b> 8.0	0.57	1.01	2 83	1.87	2.78	1.70	<b>9</b> .00	8.1	1.75	3.0 <u>4</u>	0.62	0 0	9 6	7.83
SKOOME COUNTY	Total	Chenango	Dickinson	Union	Chenango	Kirkwood	Fenton	Union	Fenton	Coleeville	Colegville	Coleeville	Colesville	Windsor	Windsor	Sanford	Colegville	Chenango	Chenango	Chenango	Union	Union	Parker	Vortal	Conklin
DEC	Name of highway		Chenango Kiver	Lesterahire	Town Line Extension	Park Bridge	Fenton	Endioott	Chenango Towpath	Nineveh	Harpursville	Center Village	OusquagaOusquaga.	River Road-Windsor, Part 2	River Road-Windsor, Part 1	Deposit	Tunnel	Castle Creek	Bridge	Gulf Bridge	Union-Makne	Maine	Barber	Vestal	Conklin
IGHWAYS.	Petition No.		134, 142	148, 269	149	200	160	268	316	313	314	312	315	356	355	317	346	276, 357	267	818	351	359, 361	47.1	364 482	353, 354, 366
COUNTY HIGHWAYS.	High-		471	125	1261	127	134,	174:	175 1	<b>3</b> 00	210	211	212	213	214	265 1	286	267	2881	2741	275	874	1728	420	421

			5.35 6.93	2.78	19.14
			: : :	<b>4</b> .70	6.87
1.14 2.70 7.48 7.48 5.30	6.02 0.38	0.68	2.32		86.83 4.36
		1.08 0.68 0.87		1.32	5.23
· · · · · · · · · · · · · · · · · · ·	Johnson City, v.	Union, v Windsor, v Binghamton, c.		Whitney Pt., v.	
1.12 2.70 7.48 5.30	6.02	: ::3	6.35.32	1.32 0.43 1.03 4.08	110.71
Union Liste Kirkwood Triangle Nanticoke	Fenton Coleaville. Union.	Union	Binghamton Fenton Maine Barker	Union  Maine  Triangle  Lisle Chenango	Towns1 Villages Cities Totals1
Riverside Drive. Lisle—Center Lisle Kirkwood—River. Whitney Point—Upper Lisle. Glen Aubrey—Whitney Point.		Union Vill.: Main and Nanticoke Sta Windsor Village: Main Street Binghamton City: Conklin Avenue.	Chenango Forks—North Fenton Maine—Glen Aubrey Castle Creek—Whitney Point	Stella—New Ireland	Route No. 8. Route No. 4. Route No. 7. In State Route No. 7. Route No. 7. In State Route No. 7. In State Route No. 8. In State Route No. 8.
362 463 350, 363 472 370, 371	552 570 V-302, 3320	v-238, 3316 v-240, 3317, 3318	2259 2250, 2921 3650	2253, 3099 V-358, 3648 358, 3649	State State of State of orloaded of orloaded of orloaded included included
444 834 834 858	963 1106 1161	1240 1240	1241 1449 1450	1461 1486 1487	Included in Included in Included in O.70 mile 0.83 mile 17.89 mile 17.89 mile 2.83 mile 2.83 mile 2.83 mile 2.84 mil

# BROOME COUNTY -- Concluded

STATE HIGHWAYS.

Miles approved and and avaiting contract	:	:	:	:	:	:		:		:	:	0.25	:	:	:	:
Miles N under r con- etruc- si tion or	:	:	:	:	:	:		:		:	:	:	:	:	:	:
Miles com-	3.00	3.68	0.43	0.77	3.15	3.27		8.8 8.8	9	19.90	1.05	1.66	0.83	0.28	0.82	0.41
Miles in city or vil-	<u> </u>	:	:	:	:	<u> </u>	•	÷	1.63	0.85∫	1.05	$\begin{array}{c} 0.17 \\ 1.49 \end{array}$	0.83	0.28	0.82	0.41
City or village									Windsor, v	Deposit, v.	Binghamton, c.	Johnson City, v. Binghamton, c.	Binghamton, c.	Union, v	Binghamton, 6.	Binghambon, o.
Miles in town	2.84 0.16	3.68	0.43	0.77	3.15	2.63 0.59		8.96	5 67	5.21	:	0.25	i	:	:	:
Town	Kirkwood	Windsor	Colesville	Vestal	Windsor	FentonColesville		Colegville	Windsor	Sanford		Union		Union		
Name of highway	Binghamton—Windsor, Part $1 \ldots $	Binghamton-Windsor, Part 3	Nineveh—Afton	Owego-Binghamton	Binghamton—Windsor, Part 4	Port Crane—Sanitaria Springs		11, 12 Sanitaria Springs—Harpursville		Windsor—Deposit	10 Binghamton City: Court Street	12, 14 Riverside Drive—Binghamton	Binghamton City: State Hospital	Union Village: Main and Bridge		Binghamton City: North Chenango   Street
Sec. tion	œ	7	14	17	9	8, 10		11, 12	1,3-5	Pet. V-1079	01	12, 14	4 9) Pet. V-1156	16	<b>(21</b> )	7 5 Pet. V-1190
Routs No.	4	4	7	4	4	2		-	4	Pet.	4	4	Pet.	4	œ	7 Pet.
High- way No.	5022	5148	52001	5215	5241 • 5241-A	52424	5243	5243-A 6	5338	5338-A	5339	5377 7	2390	5412*	5413	} 0 <del>77</del> 9

2.08 9.0

Olean, c.... Portville, v....

0.82

Portville . . . . . . . . . . . . . Olean.....

Portville—Olean, Part 2..... Portville Village.....

	0.25	:		0.25							:	:	:	: : : : : : : : : : : : : : : : : : : :
:	:	:	:	:						:	:	:	:	:
1.27	8.8 8.8	<b>4</b> . <b>3</b>	4.60	42.89					8	9.0	1.21	4.04	2.21	3.46
1.27	: 8	3.5	<b>4</b> .8	8.8					0.78	1.06	:	:	:	:
Pt. Dickinson, v	Towns 34.34	V111lage8	Ottaes		•				Olean, c 0.78	Allegany, v				3.46
$\vdots$	34.34	:		34.34		¥			:	1.25	1.21	4.04	2.27	
Dickingon	Towns	Villages	Ctage	Totals 34.34		CATTARAUGUS COUNTY				Allegany	New Albion	Otto	East Otto	Portville
7 6 Port Dickinson Village: North Che-Pickinson Pt. Dickinson, v 1.27 Pet. V-1003 nango Street						CATTAR			777 1797 Olean-Milenania	Cream truegant	Otto-Cattaraugus	Otto-East Otto, Part 1	Otto-East Otto, Part 2	Portville—Olean, Part 1
7 6 Pet. V-1003							COUNTY HIGHWAYS.	Petition No.	1797 1798		2231	2230	2229	1725
9099							UNTY !		601	5	11 269	er 969	11 269	730
33							ပိ		3	5	ŏ	ő	ĕ	ï

V-34, 1725..

1726.....

731

1 Part in Chenago county. Total length 5.61 miles.
2 Part in Those acounty. Total length 5.61 miles.
3 Part in Those acounty. Total length 1.62 miles.
4 Original contract foreited. Relet as No. 5241.4.
4 Original contract foreited. Relet as No. 524.5.4 (4.67 miles) and No. 524.8 (4.29 miles).
5 Original contract foreited. Relet as No. 524.5.4.4 (4.77 miles) and No. 524.8.B (4.29 miles).
5 Original contract foreited.
5 Original contract last miles, part in Delaware county. Original contract 13.38 miles in Broome county. 3.08 miles cancelled and relet as part of No. 5338-A.
5 Original contract 1.91 miles, 0.25 mile in the town of Union omitted from construction. Original contrast cancelled before work started.

Poriginal contract 4.10 miles, of which 4.04 miles were built, \$20,500 were appropriated from first fifty million, \$12,363.66 special appropriation.
Exclusive of villages.

# CATTARAUGUS COUNTY — Continued

COUNTY HIGHWAYS.

Miles ap-	proved and awaiting contract	:	:	:	:	:	:		:			:	4.15	8.00	7.16		:	7.16	
Miles	eon- struc- tion	i	:	:	:	:	4.43		:	3.95		5.47	:	:	12.78		1.07	18.86	
	Miles com- pleted	4.27	3.86	2.80	0.77	0.44	:	;	29.9			:	:	:	27.62	96.7	<b>3</b> .8	25.52	-
	in odey or vil-	: :	:	:	0.77	:	Image: second content of the content	0.73	÷	1.69	•	1	; :	:		8.3	8.08	8	į
	City or village				Gowanda, v			Little Valley, v		Cattaraugus. v.		Xalamana A							
	•Miles in town	1.52	3.86	.80 80	:	0.44	2.97	0.67	8 8 7	# 8 5		<b>4</b> . <b>4</b> 0	4.15	8.00	47.55	:	:	47.56	
	Town	Persia	Conewango	Leon	Persia	Yorkshire	Conewango	Little Valley	Manafield	New Albion.		Great Valley	Freedom	Leon	Towns	Villages	Cities	Totals	
	Name of highway	Gowanda—Dayton	Randolph-Rutledge, Part 2	Rutledge—Leon, Part 2	Gowanda Village	Yorkshire Hamlet: Main Street	Rutledge—Leon, Part 1		Ittle Valley—Cattaraugus, Part 1	Little Valley—Cattarangus. Part 2.		Salamanca—Ellicottville, Part 1	Arcade—Farmersville, Pt. 2	Leon—Wesley, Part 1					
COUNTY IMERIALIS.	Petition No.	780	2785	2784	V-166, 2993.	3204	2968, 3027	1732, 1733.	3090	3581	22/8, V-34	3203, 3704	1754	3675					
COUNTY	High- No.	958	929	096	1024	1170	1264	_		1276	٠	1306	1479	1480					

			S	TAT	в Со	MТМ	18810	NE	R OF	Hı	GHWA	YS		633
	:	:	:	:			:	:	:	:	:	:	in East	
	:	:	:	:	33		:	:	:	:	Ė	:	iles were	
	<b>2</b> .	0.86	8.83	0.32	8		98.9	4.50	4.31	:	4.41	83. 88	1.00 m	
	:	0.38			10	1.00	2.00 1.54	0.20	4.16	:			of which	
		Olean, c			R Randolph v	E. Randolph, v.	Randolph, v Little Valley, v.	Allegany, v	Salamanca, c	Allegany, v			miles in Randolph	
	2.94	i	8.51	0.32	0 8 8 8	:	3.13	4.30	0.15	:	1.63	0.14	uge, 4.83	
	Olean		Hinsdale	Hinsdale	Cold Spring Napoli	Randolph	Randolph Little Valley	Allegany	Great Valley	Allegany	Great Valley	Auegany Carrolton	o and East Randolph vills s No. 5258-A. and relet as No. 5259-A a Allegany Indian Reserv	
	Olean—Hinsdale, Part 1	${5 \choose 1019}$ Olean City	-3 Olean-Hinsdale-Cuba	Cuba—Friendship	15) 770 Little Vallev—Randolph, Part 3		12 Salamanca—Little Valley, Part $2$	Allegany—Vandalia	Salamanca—Little Valley, Part 1	Allegany Village: Main Street	9 Carrollton—Killbuck	Vandalis—Carrolton	yany county.  In Napoli, 0.10 mile in Conewang, phy village, eancelled and relet as and 0.15 mile in village concellond relet as No. 5265-A. Part in	an Reservation. le, which was originally built as No. 601.
	-	4 5   Pet. V-1019∫	<u> </u>	,—I	4 15) Pet. V-1070		4 12) Pet. V-1066)	7	10, 11 V-1084	$egin{array}{ccc} oldsymbol{4} & oldsymbol{6} \ oldsymbol{ ext{Pet.}} &  ext{V-1189} \end{array}$	` 6.	∞	85 miles. Md Spring, nd 0.60 mi sittle Valle	y Indian E .61 mile, w llages.
STATE HIGHWATS. Route	ζ,	~~ 4 &	4	4	<u></u>	,	<b>_</b>	4	'		. <b>4</b>	4	ks mile in Colpb village in I miles in I miles in I miles in I miles in I miles in I miles in I miles in I miles in I miles in S mile in S	* Part in Allegany Indian Reservation.  * Plans call for 0.61 mile, which was or  * Exclusive of villages.
STATE	9909	2008	5137	51741	5258 * 5258-A		5259* 5259-A	5264	5265 4 5265-A	5405	5418	5430	Rando	Z Z

			CATTARAUGUS	CATTARAUGUS COUNTY Concluded	led			į	
63	HIGHWAYS.	<b>z</b> i				Miles		Miles under	Miles ap
way No.	Route No.	Sec- tion	Name of highway	Town town	City or village	or vil-	pleted	struc- tion	awaiting contrac
5543	17	1,2	1, 2 Hinsdale—Franklinville, Part $1 \dots \left\{$	Hinsdale 1.09		Image: second content of the content	:	8.88	
5544	17 Pet.	$\begin{bmatrix} 17 & 3,4 \\ \text{Pet. V-1198} \end{bmatrix}$	Hinsdale—Franklinville, Part 2		5.53 Franklinville, v. 1.35		:	<b>6</b> .88	
5607	17	5,6	Franklinville—Machias	Farmersville 1.84 Machina		<u> </u>	:	4.73	
2008	17	7	7 Machias—Delavan, Part 1			:	:	2.17	:
				Towns 53.11 Villages		86.5	28.35 24.76 4.93 1.35	24.76 1.35	
				Totals 53.11		_	37.88	26.11	
			CAŸ	CAYUGA COUNTY					
COUNT	COUNTY HIGHWAYS.	HWAYS.							
88	126.	126	Owasco	Owasco 2.19		:	2.19	:	
<b>8</b> 8	519,	519, 574		Fleming 3.17	7	:	3.17	:	:
1069	1181,	1181, 1460	Auburn—Seneca Falls, Part 1	Aurelius 7.96		:	7.98	:	
591	1162,	1162, 1470	Moravia—Niles	Niles. 5.33	88	:	10.85	i	:
592	1198	1, 1459	1198, 1459 Auburn—Elbridge				5.53	:	:

			St.	ATE	Co	M	aiss:	ON	E	B OF	Hi	3HW	ΑY	B	68
:	:	:	:	:	:	:	:	:	:	:	:	,	:		
:	÷	:	:	0.12	:	:	i	:	:	i	:		:		
<b>9</b> .08	4.40	4.87	8 60	` :	5.30	0.17	2.75	1.40	0.81	7.96	9.62		5.51		
:	Ĩ:	` :	. 50 . 50 . 50 . 50	<u>;</u> ;	<u>:</u> :	0.02		:	0.81	1.2	0.13	1.26	:	0.51	
			Cato, v			Fairbaven, v			Meridian, v	Moravia, v	Auburn, c	Union Springs,v		Cato, v.	
8 9.08	1.19 3.21	4.87	6.52 88 52	8 6	5.30	0.12	0.11 2.64	1.40	:	6.24 0.50	. <del>4</del> . 26	3.97	0.33	0 52 0.01	
Оwвасо	Ira.	Sterling	Brutus Cato	Brutus.	Sterling	Sterling	Owasco	Fleming	Cato	Locke	Aurelius	Springport	Conquest	Ira   Cato	te Route No. 6.
Auburn-Owasco	Cato—Meridian—Baldwinsville, Pt. 1	Sterling—Oswego County Line	Weedsport—Cato	Weedsport—Cato	Fairhaven—Sterling—Martville	Fairhaven—Sterling—Martville	Auburn—Wyckoff	Fleming—Scipio	Meridian Village	Groton—Locke—Moravia	Auburn—Union Springs		Viotore—Cato		Included in State Route No. 6.  * Original contract 4.88 miles; 4.87 miles constructed.  * Original contract 6.10 miles; 5.53 miles constructed. Included in State Route No. 6.  * Original contract 8.72 miles; 8.60 miles constructed.
1161, 1461	1199, 1200	1286, 1482	1189, 1194, V-22	1189, 1194	1482, 1483	1482	1463, 2449 2440, 1464	1186	V-13	1473, 2254, 3080	3153, 3362, V-231 V-274	•	3161		d in State Route No contract 4.88 mild contract 5.61 mild contract 8.72 mile ve of villages.
614	<b>684</b>	6863	} • 989	686-A	289	W-289	752 {	753	827	1016	1173	•	1174	<u>.</u>	Include Original Original Original

# CAYUGA COUNTY — Concluded

Miles ap-	proved and awaiting contract	:		:	:	:		:	:	:			:	:	:		:	
	under con- struc- tion	:	8	3	90.9	5.45	17.82	1.07	0.74	19.63		-	:	:	:		:	
	Miles com- pleted	1.82		:	:	:	82.51	6.35	0.13	88.99		•	2.75	88.0	2.08		11.52	
į	Miles in city or vil- lage	1.40	0.74		<u>:</u> :	:	:	7.42	0.87	8.78			:	:	2.03	•		
	City or village	Fairhaven. v	Aubura, c	Weedsnort v	6										Auburn, c			
	*Miles in town	0.42	: 8		6.06	5.45	100.33	:	:	100.33			2.75	88.	:	i	1.74 6.08 3.70	
	Town	Sterling		Brutais	Scipio	Venice	Towns 100.33	Villages	Cities	Totals100.33	,		Fleming	Montezuma			Venice   Scipio   Scipio   Fleming	
	Name of highway	2883, V-270 Fairhaven Villege	Ah.um Wadanant	Wabut H Wedgebot b	Fleming — Scipio, Part 2	Venice Center—Genos							Fleming—Auburn	Auburn-Seneca Falls, Part 2	8 Auburn Ci'y		4-6 Poplar Ridge-Fleming	
WATS.	Petítion No.	83, V-270	1194, 2727,	334, V-343∫	1187	1478					AYB.	o. tion	1 7	6 	8 6	Pet. V-1035	1 =	
COUNTY HIGHWAYS.	•		<u>_</u>	۔۔							STATE HIGHWATS.	Route No.	7			<u> </u>		
Cod	High- way No.	1175	101	101	1327	1414					BTAT		5012	20 23 24	5101		5244	

		St	ATE COM	OISSIM	NED	OR	H	GHW	/AY	8		68
:	•	:					:	:	:		:	
i	83. 88.	4.39	6.70	88			:	i	:	: :	:	
4.68	:	:	19.18	21.21			1.03	1.62	2.03	6.83 83.53	4.2	
	1.08		1.58	8.61			:		`	: :		
	Port Byron, v Weedsport, v					,						
2.32	1.08	2.18 2.21	88 : :	25.88	ber		1.03	0.57	2.93	5.58 8.58	3.37 0.87	
LedyardVenice	Ments. Brutus	Montesums	Towns 25,88 Villages	Totals	CHAUTAUQUA COUNTY		Ellicott	Sheridan Dunkirk	Portland	Pomfret	Kiantone	
King Ferry—Poplar Ridge	Port Byron—Weedsport	Montesuma—Port Byron			CHAUT		Faconer—Kennedy	Roberts Road	Brocton-Stockton, Part 1	Careadaga—FredoniaCutting—French Creek		Part in Seneca county. No. 4.
2,3	, 4	16				ion	: • :	352	:		72	
11	8	8	•			County Highways. Petiti	No.	2307, 2352	2301	<b>2304</b> , 2890.	2325, 2327	<sup>1</sup> Total length 3.33 miles. <sup>2</sup> Included in State Route
5525	9099	2610				COUNTY	<b>.</b> 869	857	873	88 68 68 68	940	Total la Include

# CHAUTAUQUA COUNTY — Continued

					•			17.17	
COUNTY F	HIGHWATS.					Miles		mies	oroved
High-			•	Miles		in edty	Miles	-doa	par
No.	Petition No.	Name of highway	Town	town E	City or village	or vil	com- pleted	tion	swarting contract
101	2336, 2882	Brocton-Stockton, Part 2	Stockton	4.70		:	4.70	:	:
1012   1 1012-A	2335, 2337	Sinclairville—Cassadaga, Part 2	Charlotte	- - - - - - - - - - - - - - - - - - -			3.30	;	:
1026	2322	Jamestown—Stockton, Part 1	Ellicott	399			:	3 3	:
1027	2320, 2358.	French Creek—Findley Lake	French Creek	1.67			:	4.33	:
1061	V-195, 3155	Dunkirk City		:	Dunkirk, c	0.59	0 59	:	:
1062	V-150.	Fredonia Village	Pomfret	:	Fredonia, v.	1.59	1.59	:	:
1169	2313	Chautannua Lake, Part 5	Chautauqua	0 61		:	0 61	:	:
1296	V-208	Brocton Village: Mill Street	Portland	0.01	Brocton, v	92.0	0.71	:	:
1297	3244	Rip'ey—Sherman, Part 1	Ripley	3.55		:	:	3.55	:
120	3566	Cassadaga—Burnhams	Stockton	0.93		:	:	0.93	:
. 1379	V-204, 3535	Jamestown City: Foote Ave		:	Jamestown, c	0.74	:	0.74	:
1380	2323, 2349,	Jamestown—Ashville	EllicottBusti	1.48	Lakewood, v	2.58	:	5.65	:
1381	2341	Fredonis—South Dayton, Part 3	Harmony	8 8 8 8 8 8		<u>:</u> :	:	3.90	
1460	V-187, 3735, Z309, 3194	Silver Creek—Forestville	Hanover	4.50	Silver Creek, v. Forestville, v	0.0 23.0 29.0	:	4.94	:
1470	3736. 2344, 2331∫	$igwedge  ext{Flington}$		0 89 3.30			:	÷	4.19
1471	2332	Pratt Corner—Sinclairville	Ellicott    Gerry	8 8				:	IC K
			•						

		TE COI	M. M. 1	BBIUN	EK.	OF I	IIGH	.WAY	S	00
10.04			:	•	:		:	:	:	
24.29 3.00 47.0 8.03		: : :	:	6.82	i	i	5.51	:	i	
30.65 24.29 2.35 3.00 0.59 0.74 33.59 28.03		2.54 1.06 5.20	1.48	1.14	5.96	2.15	:	1.07	4.44	
5.35		1.06	1.48	<u></u>	1.30	0.74	0.85	1.07		
		Falconer, v	Jamestown, c		Bemus Point, v.	Fredonia, v	Mayville, v	Westfield, v		
64.98		2.54	i	2.23 5.73	4.68	0.90	4.66	:	2.5 <del>4</del> 1.90	
Towns 64.98 Villages Clties Totals 64.98		PolandEllicott		Ellicott	Ellery	Pomfret	Chautauqua	Westfield	Chautauqua Westfield	s No. 1012-A. . 5217-A.
		Levant—Poland CenterFalconer Village	$\left\{ egin{array}{ll} 7 \\ 1076 \end{array}  ight\}$ Jamestown City	8 Jamestown—Bemus Point	Bemus Point—Dewittville	Fredonia—Silver Creek, Part 1	10 Dewittville—Mayville	$\frac{12}{1078}$ Weatfield Village	11 Mayville—Westfield	10.18 mile in Charlotte and 1.33 miles in Stockton, cancelled and re-let as No. 1012-A. S Original contract Cancelled. Re-let as No. 5217-A. S Original contract cancelled. Re-let as No. 5245-A. Original contract cancelled. Re-let as No. 5245-A. Exclusive of villages.
	Section 1		7 \ V-1076		6	ro	10	12 V-1078	=	otte and 7.96 mil cancelled cancelled
	Route No.	4 4 4	4 Pet. V-1	4	4	18	4	4 Pet. V-1	4	in Charl contract contract contract contract
	State Highwats. Route No.	5053 5067 5151	5201	5217 5217-A	5245 5245-A	5262	5263-A 5263-A	2320	2434	10.18 mile in Charlotte 2 Original contract 7.9 2 Original contract can 4 Original contract can * Exclusive of villages.

	Miles approved and awaiting contract	:	:	:		:				:	:	:	:	:	:	:
	Mules under con- struc-		:	0.79	11.53	:	13.17			:	:	:	:	:	÷	:
	Miles com- pleted	:	3.53	:	22.33	1.48	28.57			2.60	3.41	1.06	1.02	4.51	9.22	1.67
	Miles in city or vil-	:	0.59	0.79	6 : 6	1.48	7.88			:	:	i	:			
þ	City or village		Silver Creek, v	Mayville, v												
nclud	• Miles in town	9.08	2.8	:	83.88	:	83.88			2.60	3.41	1.08	1.02	1.47 3.04	6.10 3.12	0.08
CHAUTAUQUA COUNTY — Concluded	Town	Westfield	Hanover	Chautauqua	Towns	Cities	Totals	CHEMUNG COUNTY		Southport	Southport	Southport	Southport	Southport	Horseheads	Elmira
CHAUTAUQUA	(GHWAIS, Route See- Name of highway No. tion Name of highway	:	Irving—Silver Creek	104 Mayville Village: Erie Street				CHEM		Southport, Part 1	Southport, Part 2	Southport, Part 3	South Broadway	Wellsburg—Elmira	Erin—Horseheads	Grand Central Avenue, Part 1
	Route Set- No. tion	4 11	18 9 Pet. V-1176	4 10}					lighways. Petition	52	52	52	53	225	485	486
1	STATE HIGHWATS. High- way Route No. No.		5452	<b>559</b> 3					COUNTY HIGHWAYS	13	84	8	8	866	3561	367 9

:	:	:	:	:	:	:	:	:	:	:	:		
:	i	Ė	:	:	:	:	:	i	4.02	6.87	4.14	12.63	15.03
7.08	06.0	3.72		0.36	1.10	1.12	0.51	1.14	:	:	:	36.17 12.63 0.90 1.21 4.23 1.19	41.30
: :	0.27			0.38	1.10	1.12	0.51	1.14	:		1.19 0.42 0.67 0.12	2.11	7.53
	Elmira Hgta., v. Elmira Hgta., v.			Elmira, c	Elmira, c	Elmira, c	Elmira, c	Elmira, c			Elmira, c Elmira Hgta., v. Elmira Hgta., v. Horseheads, v		
1.15 5.93	: :	3.30 0.42	0.83	:	:	:	:	. :	4.02	4.2 2.2 8.3	0.09	48.89	8.8
Horseheads	Elmira	Big Flats	Big Flats    Elmirs	,					Southport	Erin Van Etten	Elmira. Horseheads Horseheads	Towns in Villages	Totals
. Horseheads—Corning	Grand Central Avenue, Part 2	. Horseheads—Catlin	Fitch Bridge-Elmira	Elmira City: West Church Street		Elmira City: South Broadway	Elmira City: Maple Avenue	Elmira City: Division Street and Grand Central Avenue	•		V-368, 3570 Elmira—North Elmira	7.08 miles constructed. Included	
487	486, 2489	806	2905, 2906	3178, V-193	3179, V-193	3180, V-193	3177, V-193	3461, V-317	2927, 3012	606	V-368, 3570	Included in State Route No. 9. Included in State Route No. 4. Original contract 7.14 miles. State Route No. 4. * Exclusive of villages.	
358	7252	888	946	1093	1094	1095	960]	1195	1310	1311	1378	Include Includ	

6 <b>4</b>	2					Ar	NUAL	Rep	ORT	OF T	HE			
	Miles ap- proved	awaiting	contract	:	:	:	0.40		:	:	0.40	0.40		:
			TOD	:	i	i	÷	: :	:	7.86	7.86	7.86	1	÷
		Miles com-	pieted	2.51	16.1	5.47	8.80	4.27 2.68	0.76	:	23.06 2.58 0.76	26.40		<b>4</b> . <b>2</b> .
	Miles	in eity			1.91		0.67		0.76		2.58	3.34		<b>**</b>
			City of village		Horseheads, v		Horseheads, v.		Elmira, c					
귳		•Miles		2.40	:	3.92 1.55	1.75 0.87 5.91	4.27 2.68	:	1.07	31.32	31.32	:	1.09 3.75
CHEMUNG COUNTY — Concluded		Ē	Town (Ashland	Chemung	Horseheads	Elmira	Horseheads	Chemung		Horseheads	Towns Villages	Totals 31.32	CHENANGO COUNTY	Norwich
CHEMUNG COI			Name of nighway	4 Lowman—Waverly, Part 1	$\left\{ egin{align*}{ll} 12 \\ 1 \end{array}  ight\}$ Horseheads Village	Elmira—Lowman	1, 2 Horscheads—Montour Falls	Lowman—Waverly, Part 2	$\left\{ egin{array}{ll} 4 & 6 \\ \text{Pet. V-1130} \end{array} \right\}$ Elmira City: East Water Street	, 2 Horseheads—Cayuta	•		CHEN	Norwich-Plymouth
	STATE HIGHWAYS.	Route W Sec-	No. tion	4	$\begin{array}{ccc} 4 & 12 \\ 9 & 1 \end{array}$	4 5	12 1,2	4 4 8 L	$\begin{array}{ccc} 4 & 6 \\ \text{Pet. V-1130} \end{array}$	39-A 1, 2			COUNTY HIGHWAYS.	119
	STATE H	High-	è	5048	5162	5207	5208 4 5208-A	5218 5289*	5392 {	54321			COUNTY	112

282 283 278–281 493, 496	282 Greene—Smithville Flats	gh wich	3.86 0.82 2.68 1.62 1.62 0.99 3.61		4.68 5.82 5.75 4.60		
	Norwich—South New Berlin, Part 1  Norwich—Kings Settlement	Norwich         0           Norwich         1           North Norwich         2           Norwich         1           Preston         3	0.34 1.01 1.89 1.89 1.80		3.55 3.50 3.50 3.50	: : :·	
494 771-Y & Z. 495, 771-X.	Norwich—Preston		2 4 8 2		0.22 6.44 4.42		: : : : : :
771-X 501	Oteelic—South Oteelic, Part 1 Oxford—McDonough, Part 2	4.104	8 E 8	`	5.13	: :	: :
		Guilford			. 52 58 58	: :	
771	Bainbridge—East Guilford, Part 2 <		0.46	 ^_ : : :	==	:	:

1 Total length 8.98 miles, part in Schuyler county. Cancelled and re-let as No. 5432-A, which was forfeited.

1 Part in Tota county. Total length 3.65 miles.

1 Included in State Route No. 10.

2 Total length 12.39 miles.

3.19 miles 3.19 miles a 3.19 miles in Schuyler county.

2 Chical length 12.39 miles.

3.19 miles in State Route No. 9.

3 Original plans 5.05 miles.

4 Included in State Route of 8.44 miles constructed.

5 Original contract 6.48 miles.

6 4.44 miles constructed.

# CHENANGO COUNTY — Continued

Miles Miles ap-				3.81		<del>3</del> 1 · · · · · · · · · · · · · · · · · ·		5.65	<b>89.6</b>	1.00	:	. :	:	0.82		7.12		7.09	2.91	80	3
	Miles in city Miles or vil- com- lage pleted		• • • •	<b>.</b>	:	: : : : : : : : : : : : : : : : : : : :		1.48	: :::	.00	0.70	0 :::	0 :::	0.82		1.52		:	:		:
	City or village							New Berlin, v		~	Smyrns, v			Oxford, v		Afton, v					
	*Miles in town	0.99	3.72	3.81	:			4.15	1.92 3.76	:	:	0.19	0.08	:		5.60		7.09	2.91		0.84
	Точп	New Berlin	Columbus	Sherburne		Smithville		New Berlin	Plymouth		Smyrna	Plymouth	McDonough	Oxford		Afton		New Berlin	Guilford	Otselic.	Smyrna
	Name of highway	Now Borlin Columbus	Commission of the contract of	Sherburne—Furman Mill	North Norwich—Sherburne	Smithville Flats—Long Pond	South New Berlin-New Berlin,	Part 2	Kirk-North Pharsalia	Norwich Village	Smyrna Village	Plymouth Hamlet	McDonough Hamlet	Oxford Village	_	Coventry—Bettaburg	Norwich-So. New Berlin, Pt. 2, &	So. New Berlin-New Berlin, Pt. 1	East Guilford—Rockdale	Otselio-Smyrns, Part 1	
Count Highways.	Petition No.	500 503	000, 700	1509	771-B	771-C & J.	771, V-250.		771	2717	771, 2718	3069	3068	V-192, 3423.	2893, V-244,	711	71		771 (52)	771 (45)	/~~
COUNTY	High No.	25	5	705	1902	107	908		<del>8</del> 07	<b>808</b>	60%	1013	1014	1156	) iii	- 	1394		1396	1473	)

				<b>)</b> T.	AT	E	)OI	M N	4188	IONE	R (	ЭF	п	знν	WAYS
13.11	1.52	:	14.63				:	:	:	:	:	:	:	0.72	:
13.06	<b>9</b> .85	:	3.88 88.E				:	:	:	:	:	:	:	:	:
79.91 13.06	2.18 40.82	1.00	83.09 13.88				3.62	0.51	<b>6</b> .88	5.18	1.07	3.01	4.4	:	0.40
:	4.52	1.00	5.52				1.13	0.51	0.54	0.89	:	:		0.57	0.40
							2.49 Bainbridge, v	Norwich, c		Afton, v				Afton, v	Sherburne, v 0 . 40
90.90	:	:	106.08				2.49	:	1.91	4.28	1.07	3.01	2.31 2.13	0.15	:
Towns 106.08	Villages	Cities	Totals]				Bainbridge	•	Sherburne	Afton	Bainbridge	Smithville	AftonBainbridge	Afton	Sherburne
							5, 7 Bainbridge—Unadilla, Part 1	10 Norwich Village	North Norwich—Sherburne	7 1, 2 Pet. V-1055 Nineveh—Afton	8 Bainbridge—Unadilla, Part 2	Long Pond—Smithvill Flats	3, 4 Afton—Bainbridge	3 Afton—Bainbridge	8 15 Pet. V-1082 Sherburne Village
						tion t	5, 7	2	8 13,14,16 Pet V-1049	1, 2 V-1055	· • •	7	3, 4	ຕ໌	8 15 Pet. V-1082 Pet. V-1105∫
					STATE HIGHWAYS.	Route No.	2	œ	9 to 1	Pet - 7	7	10	7	-	Pet.
					TE HIG									, <b>V</b> -	
					STA		5013	506	5121	52004	5216	2260	5261	5261-A	5391

Built as State Highway No. 5121 on Route No. 8.

"Original plans 4.54 miles, of which 0.91 mile was not on approved system. Included in State Route No. 10 and 3.01 miles constructed as No. 5260.

"Only and plans 4.54 miles, of which 0.91 miles are not on approved system. Included in State Route No. 8.

"Only and the Route No. 8.

"New location to eliminate grade crossing.

"Exclusive of villages.

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	Miles ap-	pus	contract				:	:	:	:	:		0.10	; ; ; ;	0.72	
	Miles	-000	tion		:		:	7.78	:	0.59	1.30	1	2 . 8	} :	9.67	
		Miles	pleted		9.6		0.20	:	4.02	:	:	66	95. 44 52	1.83	38.97	
	Miles	in city		0.72	:	1.56	:	0.99	:	0.59	0.74		7.41	1.33	8.64	
_			City or village	Norwich, c		Oxford, v		Greene, v		Earlville, v	Oxford, v					
Cluded		•Miles	town	:	4. 8 8. 3	2. <b>2</b>	0.20	6.79	4.02	:	0.56	6	2		40.72	
CHENANGO COUNTY — Concluded		-	Town		Norwich	Oxford	Bainbridge	Greene	Sherburne	Sherburne	Oxford	Ē	Villages	Cities	Totals	
CHENANGO			Name of highway		Pet. V-1086   Norwich—Oxford		6 Robbins Crossing	8 1-2 $\rightarrow$ Chenango Forks—Greene	Sherburne—Earlville	Earlyi le—Hamilton	Oxford—Soldiers' Home					
	ai.		tion	0	V-1086	Pet. V-1098	9	1-2 V-1211	17	18	$\begin{array}{ccc} 8\text{-A} & 1, 2 \\ \text{Pet. V-1223} \end{array}$					
	STATE HIGHWAYS.	-	No.	٥	Pet.	Pet.	2	Pet &	œ	<b>20</b>	8-A Pet.					
	STATE	High-	No.		5414		5454	5565	5568	55851	5623					

#### CLINTON COUNTY

		•	•
		2.85	8
CEMION COUNTY		Plattsburg 2.82	Champlain
		Plattsburg—Keeseville, Part 1	72, Windsor, Part 1
	COUNTY INGHWAIS. Position	73 F	72
	COUNTY	<b>2</b> 2	574

			STA		Сомм					₽HV	VAY		•
	:			:						:	:		
:	:	i	:	:	:			:	: :	:	:	:	
1.75	4.52	7.57	5.44	7.34	4.31	8	5.38	6.34	8. 8. 8. 8.	7.38	4.33	:	
:	i i			· : :	Ĭ i	<u>:</u>		<u>:</u>	: :	:	· :	:	
:		41 60	: :	# 0	: : : : :	:			: :	:	::	:	
1.75	. 0.45 . 4.07		2.73	2.24	. 0.88 . 0.08	‱ 4				•		:	
Champlain	Plattsburg	Beekmantown Chary	Peru. Ausable.	PlattsburgBeekmantown	ChasyAltona	Mooers	Black Brook.	Chary	Champlain	Plattsburg	Flattsburg Schuyler Falls		·
:	2	Plattsburg—Mooers, Part $1$	Plattsburg—Keeseville, Part $3.\dots$	Plattsburg—Mooers, Part 2	Plattsburg—Mooers, Part 3	Obers	\			West Plattsburg	Plattaburg—Cadyville, Part 1	rs Forks	ounty. Route No. 30.
Windsor, Part 2	Platteburg—K	Platteburg—M	Plattsburg—K	Plattsburg—M	Plattsburg—M	Chasy—Chasy Landing;	Ausable Forks—Clintonville.	West Chazy—Chazy	Champlain—Perrys Mills	West Plattsbur	Plattaburg—Co	Mooers-Mooers Forks	Part in Medison county. No. 30. No. 21. No. 22. ghway No. 5102 on Route No. 30.
72	73	231-A	73-A	231	231	715	730	814	977	2458	69	120, 2172	1 Total length 6.18 miles. I Included in State Route N : 0.40 mile included in State Route N : Constructed as State High * Exclusive of villages.
1361	137	138	258	259	280	433	4764	533	652	776	111	778	Total le l'Include 0.40 mil

## CLINTON COUNTY — Concluded

4	Y:	æ	:	:	:	: :		<del>2</del> 2	*	18::	@	• •
Miles ap	proved and awaiting contract	2.30	:	:	:		:	5.95	3.34 4.02	11.59	11.59	: :
Miles	under con- struc- tion	:	:	:	:	: :	10.46	i	:	10.46	10.48	• •
	Miles com- pleted		6.72	0.67	0.32	0.8	:	:	:	0.99	81.28	2.26 6.52
	Miles Prints		:	0.67	0.33	. 80			:	0.98	1.79	1.68 1.48
	City or village			Keeseville, v	Mocers, v	Plattsburg, c						Keeseville, v
	•Miles in town	2.30	6.28 8.38	:	: 6	3 :	5.8 8.8	5.8 8.8	3.34	4	101.54	0.68 5.04
	Town	Plattsburg    Beekmantown	Plattsburg	Ausable	Mooers	Custupitani	SaranaeBlack Brook	Altona	Champlain	Towns101.54 Villagos	Totals1	Ausable
	Name of highway	Platteburg—Ingraham	Cadyville—Moffittsville	Keeseville Village	Mooers Village	Plattsburg City: Broad Street	Moffitzville—Franklin Co. Line	Altons—Obers Corners	Chary-Champlain			Kecseville—Ausable Chasm Mooers Forks—Champlain, Part 1
.¥8.	Petition No.						69, 3626	2462, 2463	:			Section tion 4
COUNTY HIGHWAYS.	Pe	72	69	V-15.	2897	3022.	<b>8</b> 9, 36	2462,	72.		State Highways.	Boute No. 22 30
COUNT	High No.	1427	822	820	930	1204	1398	1488	1489		Sr.A.T.B.	50 <b>5</b> 6 5102

:	:	:	:	:	:	:	:	:	:		
:	:	:	:	:	:	:	:	:	3.79	3.79	3.79
<b>8</b> .88	1.79	8.25	2.24	3.35	2.38	0.30	9.63	11.83	:	47.58 5.75 2.09	55.42
$\widehat{\vdots}$	1.79	<u> </u>	. <b>2</b> .2	<u> </u>	0.45	0.30	T.			5.75	7.84
	Plattsburg, c		Rouses Point, v		Rouses Point, v	Plattsburg, c					. "
3.28 3.68	:	1.18 7.07	:	1.62	1.91	:	7.26	22.7	1.57	51.37	51.37
Platteburg		Chasy	Champlain	PeruAusable	Champlain		Mooers	Ellenburg.	Plattsburg Beekmantown	Towns Villages	Totals
7, 8 Platteburg—Ausable Chasm, Part 1. $\left\{ \right.$	Plattaburg City	14, 15 Chary—Rouses Point	6	5, 6 Plattsburg—Ausable Chasm, Part 2.	-	9-A Plattsburg City: Feru and Char- 1178 lotte Streets	8, 9 Mooers Forks—Ellenburg Depot	Ellenburg Depot—Franklin County Ellenburg. Line	죠	Route No. 22. Original plans 6.09 miles. 3.79 miles 94 194. Total length 1.24 miles miles. Part in Essex county.	
7,8	9, 10	14, 15	16 1 V-1095	5, 6	17	V-1178	8	10-12	=======================================	Route N. B. T. C. mty. T. C. miles.	
83	ន	22	អ្នក អ្ន	22	ន	Pet.	æ	8	75	l in State as No. 5 Seex cou agth 4.92	

### COLUMBIA COUNTY

•	1	COPO	COLUMBIA COUNTY					Milm	Miles on
Country	HIGHWAYS.		•			Miles		under	proved
	Petition No.	Name of highway	Точп	town	City or village	A 4 5 4	pleted	1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1	and awaiting contract
	7	Pittsfield—New Lebanon	New Lebanon	1.23		:	1.23	:	:
341 *	310	Stockport—Hudson	Greenport	2.51	Hudson, c	0.0	2.60	:	:
	522	Chatham—Chatham Center, Part 2	Chatham	1.12		:	1.13	:	:
	1047		Chatham	0.10		 ::	66		
	104/	Chathan—Spencercown	Austerlitz	2.46		:	4.07	:	:
5893	1634	Nevis—Blue Store	Clermont	3.81		<u>:</u> :	3.81	:	:
6151	1522, 1629,	-							
	2020	New Lebanon—Brainard	New Lebanon	8.03		:	8. 83	:	:
649	2021	Stottville	Stockport	1.02		:	1.02	:	:
	2121	Hudson—Hollowville	Greenport	1.01			5.66	:	:
	2121	Craryville—State Line	CopakeHilledale	1.21			6.02	:	:
			Claverack	5.20		 :			
763 \$	2121	Hollowville—Craryville	Hillsdale Taghkanic	0.48 0.45			:	7.14	:
			Copake	1.01					
8 <i>21</i> °	2543	Chatham Center—Riders Mills	Chatham	6.70		:	6.70	:	:
	2976, 3330	Stockport Station-Stockport	Stockport	1.85		:	1.85	:	:
	3065	Germantown—Clermont	Germantown	3.01		 : :	5.80	:	:
	3028	Smith Corners Stockport Dock	Stockport	1.18		` :	1.18	:	:
			Hilledale	0.49					
	3221	Harlemville—Mellenville	Ghent	2.12		 ∶ :	4:97	:	:
			Claverack	 S	Philmont, v	 8			

: :		:		:	:	:	:	:	:		:	:	5.02	5.02	:	5.02
7.77	14.91	14.91		:	:	:	:	:	:		:	:	:	.	:	
4.27	56.44 2.05 0.09	58.58		2.59	3.62	5.08	4.33	5.20	5.65		4.85	1.17	:	3.07	1.17	32.49
. 66.0	2.05 0.09	2.14		:	:	<u> </u>	0.15	:	1.95	0.97	:	1.17	:	3.07	1.17	4.24
Chatham, v			"				Valatie, v		Kinderhook, v.	Valatie, v		Hudson, c				
4.27	71.35	71.35		2.59	3.62	0.41 4.67	4.18	5.20	2.42 0.31	:	0.27	:	5.02	33.27	:	33.27
ClaverackGhent	Towns Villages	Totals	"	Livingston	Livingston	Livingston Greenport	Kinderhook	Stockport	Stuyvesant Kinderhook	Kinderhook	HillsdaleConske		Austerlitz	Towns	Cities	Totals
Claverack—Chatham, Part 1				Blue Stores—Livingston	Livingston—Hudson, Part 1	Livingston—Hudson, Part $2\ldots\ldots$	Schodack Center-Valatie, Part 4	Stottville—Stuyvesant Falls	Stuyvesant Falls—Valatie		Hillsdale—Copake Iron Works	6 Hudson City	Spencartown—Austerlits	0 0 22.	Route No. 2.	o Original contract of Tailes; 6.70 miles constructed. 7.4 Items combined and let as one contract.  * Exclusive of villages.
3220 3222			HIGHWAYS. Route No. Section		2	2 4,5	1 18	2 9, 10	$\left\{\begin{array}{ccc} 2 & 11-13 \\ 1 & 15 \end{array}\right\}$	()1	_	$\begin{cases} 2 & 6 \\ \text{Pet. V-} 1160 \end{cases}$		Included in State Route No. 21.	40.19 mile included in State Route No. 2.	inal contract 6.73 miles ins combined and let a lusive of villages.
1331 1332			E-3	5004	50727	50737	5074	51038	51048		5347	5574	6829	Inch	0.19	Orig Fro

#### ANNUAL REPORT OF THE

### CORTLAND COUNTY

	and awaiting contract	•	:	:	:	:	:	:	:	:	:	:	:		:	:	:		:	:	:	:	:	:	:	:
Miles	Strue- tion	:	:	:	:	:	:	:	:	:	:	:	:		:	:	:		:	:	:	:	:	:	8 8 8	8.8
	Miles com- pleted	0.47	0.75	23	0.54	5.00	0.42	2.92	0.91	4.39	2.75	1.35	4.17	0.70	7.1	5.43	5.78	6.51	5	1.78	2.55	4.86	2.25	5.25	:	:
Miles	in or al	:	:	:	:	:	:	:	:	:	:	:	:	ر :	· :	· :	:	<u>-</u>	:	:	:	:	:	:	:	:
	City or village																									
	*Miles town	0.47	0.75	1.83	0.54	2 9	0.42	2.92	0.91	4.30	2.72	1.35	4.17	1.42	1.38	5.43	5.78	1.38 86.	5.21	1.78	2.55	4.86	2.25	5.25	8	2.00
	Town	Truxton	Cortlandvill	Preble	Cortlandville	Cortland ville	Cincinnatus	Cortlandville	Harford	Homer	Scott	Cortlandville	Homer	Cortlandville	Virgil	Preble	Truxton	Cortlandville	Homer	Cortlandvill:	Scott	Truxton	Cortlandville	Harford	Cortlandville	Truxton
	Name of highway	Cuyler Road (Truxton Hamlet)	Blodgetts Mills	Preble-Homer	Cortland—Homer	Dryden	Cincinnatus.	McGrawville	Harford	State Road—Homer	State Road—Scott	Cortland—Groton, Part 1	Homer—Tully, Part 1	Contland Durden Date	Corumna Dryuen, rare 2	Homer—Tully, Part 2	Cortland—Truxton—Cuyler	Cortland—Truxton		Blodgett Mills—Cortland	Scott-Spafford	Truxton—Chenango	Cortland—Groton, Part 2	Harford Mills-Dryden, Part 1	Summer Hill—Cortland, Part 3	Truxton-Apulia, Part 1
COUNTY HIGHWAYS.	Petition No.	93	161	236	250	292	453	454, 505, 506	455	511, 568	267	995	912-E.	019 1 1424	1127, 1204	912-F	1328, 1329	1045, 1421		912-D	912-K	912-Y	1420	1435, 2896	1374, 3631	2264
UNTY	High No.	_	•						_	380			5103	295		595 3	1371	138		88	887					

:			:		:				:
:			:	: : :	:				- 11
6.07	10.15	10.15	÷		:		3.75	3.75	
:	58.98 10.15	58.98	2.01	0.53 2.15 0.87	5.96	4.71	0.23	13.52 4.29 0.76	
		:	0.59	0.53	:	00:	0.23	0.76	8
			Homer, v	Cortland, c.		McGrawville, v	Cortland, c Marathon, v		. "
3.06 1.55 1.47	69.13	69.13	: :	2.15	3.18	1.04 2.67 2.11	2.47	17.27	
Solon. Freetown. Cincinnatus.	Towns Villages	Totals	Homer	Cuyler Cuyler Cuvler	Virgil	Cortlandville Solon	Marathon	Towns Villages Cities	. " :
Solon—Gee Brook, Part 1			Homer Village	Cortland City: Clinton Avenue Truxton—De Ruyter, Part 1 Truxton—De Ruyter, Part 2	Virgil—Cortland	McGrawville—Solon	Cortland City: Owego Street Broome County Line—Marathon	o. 9. o. 4-a. Douto No. 9. July 21, 1916. Work continued by Division	
3441, 3720			Section 5	4 10 11	2,3	0.001	3A 1-2	Soute N Soute N Soute N in State orfeited	100
3441, 3		State Highways.	Route No.	၀ ၀ ၀	6	{ Pet. 7 10 9	9 4A	Included in State Route No. 9. Included in State Route No. 4-a. Included in State Route No. 10. 0.31 mile included in State Route No. 9. Original contract of oriented July 21, 1916, 20ner. Exchairs of villages.	
1436		STATE	2068	5075 51 <b>4</b> 1 5292	5424	5436	<b>5566</b> 5595	Inclusion 1 Inclus	

### DELAWARE COUNTY

COUNTY HIGHWAYS.

2 4 4 5		:	4.20	:	: : :	: : :	:	:::::::::::::::::::::::::::::::::::::::	•		:		:::::::::::::::::::::::::::::::::::::::		:		<b>2</b> 2		:	
Miles con- com- struc- pleted tion	1.57	1.00	•	38.	80.1	£.96	5.91	2.34	4.66		13.37		2.56	7 60	3	11.40	5.84		2.50	6.51
Miles in city or vil-	1.57	:	:	:	:	0.01	 		_	( is )		1.53			1.26	1.17	:		:	0.70
i City or village	Fleischmanns.					Fleischmanns			Hobart, v	Stamford, v Delhi, v		Andes, v			Delhi, v	Walton, v				Sidney
*Miles in town	: :	1.00	4.20	0.95	1.00	4.95	3.76	2 34	0.80 2.80	2 7 2 5	3.40	2.11	2.56	4.09	2.34	10.23	<b>5</b> .8 <b>4</b>		2.50	1.87
Точп	Middletown	Delhi	Walton	Roxbury	Roxbury	Middletown	DelhiKortright	Bovins	Stanford	Harperstield	Bovins	Andes	Franklin	Meredith	Delhi	Walton	Hamden		Colchester	Sidney
Name of highway Dolaware River Road	Griffins Corners	Delaware River	Downesville	Roxbury	Grand Gorge	Fleischmanns—Margaretville	Delhi—Bloom ville	Bovina Center-South	Hobart Stamford		Delhi-Andes		Franklin—Treadwell, Part 1			Rock Rift—Colchester	_	Downsville Hamlet: Main Street,	Maple Avenue and Creamery St	έĈ
Petition No.	83-A	82	246	244	245	235	445, 577	327	2912, 2913	2908, 2910.	2911		326	3111, 3119,	V-345, 3580	3118, 3494.	3117	3116, 3392		V-357, 3115,
High No. No.	363	145	164	2164	217:	230	747	951	952	983	} .		983	7 0261	 2	1271	1272	1273		1430

:	:	4.20			4.20			:	:	:	:	:	:		:		
3.39	4.31	   <b>2</b> 9	•	:	48.51 31.45 \$2 4.20			:	:	:	:	:	:		:		
		01 26.67	6.50 4		51 31	11		3.04		1.32 .:		-			: 98		
:	:	42.01	9		48	i			8.64	-	6.50	0.38	8.8		80.6		
2.51 Franklin 0.88	2.03		11.28		11.28			0.36	:	0.83	:	0.38	:	<u>:</u>	€ 8.0	0.50	
:	Delhi	' <u>:</u>	:	: '	' : :	11		:	:	: : : :	:	:	:	:	Stamford, v		
klin.			:	:	:			Deposit		Fleischmanns		Deposit, v			ford,	Stamford, v	
Fran		:		:	:				÷	Fieis	:	Depo	:	:		Stan	
	Delhi 2.28	Towns 72.88	:	Cities	Totals 72.88			2.68	4.35	1.31	6.50	:	8.84	3.42	0.85 85	3.47	
Franklin	:	<b>'</b>	Villagee	: '	· :	11		:	:		:	i	:	:	:	:	
:	:	Cowns	/illage	Xties.	Cotals			:	:			:		:		eld	
nklin	lhi.			0	-			Deposit	Deposit	Middletown	Hancock	Deposit	choete	Roxbury	mford	rpersh	÷
								Ã	֓֞֟֞֟֟֟֟ ֓֞֟֓֟֟	W.			3	<u>8</u>	~. •	Ha	ore voi
	:										Hancock-East Branch, Part 2	Windsor—Deposit	le, Pt.		arpers	field	theref
# 1.	:							:	:		, Part	:	%. Lir		Ĥ-P	:	hey are
la, Pa								ddy.	cock.	Corn	ranch		livan (		tamfor	:	T ,81
U <b>nadil</b>	Delhi							ales E	Hales Eddy—Hancock	Pine Hill—Griffin Corners	East B	<b>Jeposi</b>	lus—I		S S		perviso
iii L	loey-							H—H	Eddy		ock	100 I	3ranch		- Solution		ng Jo p
V-372, 3113, Franklin—Unadilla, Part 1	V-371, 3112. Delancey—Delhi							11 Deposit—Hales Eddy	Hales	Pine ]	Hanc	Wind	1-3 East Branch—Sullivan Co. Line, Pt. 2 Colchoster		9, 10 Grand Gorge—Stamford—Harpers- Stamford	fel	e Boar
3113,	112.						Section	=	9, 10	-	7	$\begin{cases} 12 \\ V-1079 \end{cases}$	<u>~</u>		), 10		d by th
372, 3396.	371, 3					AYB.		4	4	z,	4		4		5		pprove
>	>					(IGHW	Route No.					Pet.			-		never a
1440	1441					STATE HIGHWAYS.		5045	29	5177 6	5246	5338 5338-A	5340		5343		Plans never approved by the Board of Supervisors. They are therefore void
14	14					8		Ş	5167	51,	25	88 88	Ŗ		Ķ	•	-•

Included in State Route No. 5.

Not on approved system. Advertised but no proposals were within the appropriation.

Not on approved system. Advertised but no proposals were within the appropriation.

O.75 mile included in State Route No. 5.

Part in Uster county. Total length 3.64 miles.

Original contract for 13.42 miles cancelled. 7.04 miles relet as No.5456.

Total length 13.74 miles, part in Broome county. 0.38 mile in Delaware county cancelled and re-let as part of No. 5338-A.

Original plans 7.99 miles: 1.15 miles included in No. 5383-A.

Part in Schoharie county. Total length 12.09 miles.

## DELAWARE COUNTY -- Concluded

	under proved con- and struc- awaiting tion contract	7.21	3				6	0	7.3	2 7 21
	Miles pleted		6.13	14.42	6.09		5.93	3.90	•	.   2
;	in atte		4 1.08				2.13	:	5.32	.   10
	City or village	-	Margaretville, v	-			Hancock, v	-	Towns 86.21	1
	* Miles in town	8					4.78 5.66		86.21	.   8
	Town	Hancock	Middletown	Kortright	Roxbury   Middle own	Davenport	Hancock	Roxbury	Towns	Totals
	Name of highway	East Branch—Sullivan County Hancock Line, Part 1	4 Margaretville—Halcottsville	11, 12 Harpersfield—Davenport Center	Harpersfield—Roxbury		Hancock—East Branch, Part 1 Roxbury—Grand Gorge			
	Sec- tion	4	4	11, 12	3	13, 14	× 1~	1,2		
	Route No.	4	хĢ	ĸ	rÖ	ro.	4 13	88		
	High No.	53831 5383A	5384	5443	5450	5455 1	5456 5459	2527		

### DUTCHESS COUNTY

COUNTY HIGHWAYS.	HGHWAYS.							
	Petition No.							
135	175	Violet Avenue	Poughkeepsie	1.56	 <u> </u>	3.33	:	:
222	289	Hughsonville	Wappinger	3.47	<u>:</u>	3.47	:	
223	238		Poughkeepsie	3.90	:	3.90	:	:
3434	443	Pawling—Patterson	Pawling	2.23	 :	2 3	:	:
344	44		Northeast	1.78	:	1.78	:	:
432:			Rhinebeck	3.26	 :	3.26	:	:
453	735		Hyde Park	4.00	:	4.00	:	:
534	774		Northeast	3.65	:	3.65	:	:
537 6	772		Amenia	83.	:	4.83	:	:
540	820 830 831		Poughkeepsie	5.98	رــر :	A 03		
	023, 000, 001	roughted ricasant valley	Pleasant Valley	0.95	<u> </u>	9.00	:	:
220	175, 914	Violet Avenue—East Park	Hyde Park	1.99	:	1.99	:	:
561	1122	Fishkill—Hughsonville	Fishkill	2.91	:	2.91	:	:
552:	775		Red Hook	5.54	:	5.54	:	:
£67 °	812	Matteawan—Wicopee	Fishkill	4.68	:	4.68	:	:
268	827	Millbrook—Lithgow	Washington	4.40	:	4.40	:	:
606	828	•	Washington	1.63	:	1.63	:	:
612	773	Pawling—Dover Town Line	Pawling	2.02	:	2.65	:	:
	ļ							

nal contract for 2.12 miles cancelled. Plans changed to 7.21 miles and re-let as No. 5383-A. in Obserge county. Total length 7.36 miles. ded in State Route No. 2.

# DUTCHESS COUNTY -- Continued

COUNTY HIGHWAYS	LIGHWATS.						Miles	Miles ap-	
High-	Petition No.	Name of highway	• Miles in Town town	City or village	Miles or wil- lage	Miles com-		proved and awaiting contract	
627	913	Wicopee—Beekman	East Fishkill 8.10		:	8.10	:	:	
839	813	Rock City—Lafayetteville	Milan4.66		:	4.66	:	:	
1629	1023	Casper Creek—Wappinger Falls			:	:	:	:	_
206	1026, V-105.		Northeast 3.80	Millerton, v	16.0	4.71	:	:	
710	1032	Red Hook-Rhinebeck	Rhinebeck		:	:	:	:	
7113	1170	Wassaic-Dover	Amenia		:	:	:	:	
712	1131	٠,	Amenia 2.29		:	2.29	:	:	_
748 4	V-107, 829	Pleasant Valley-Washington Hol-							
		low	Pleasant Valley 3.99	Pleasant Val., v.	1.49	5.48	:	:	
895	V-38	Fishkill Village.	Fishkill	Fishkill, v	0.89	0.89	:	:	_
1006	7601	Tithmour Amonia	Washington 1.55		رـــ ::	0			_
	1061		Amenia 1.42		`::	18:7	:	:	_
	1025	Millerton—Indian Pond	Northeast 2.06	Millerton, v	99.0	2.72	:	:	
	V-146, 3071.	Matteawan Village			1.28	1.38	:	:	
•	V-164		Washington	Millbrook, v	3.01	3.01	:	:	_
	3120	Stonehouse—Stormville	Beekman 5.16		:	:	5.16	:	
	3145	Putnam County Line—Stonehouse.	Pawling 6.18		:	:	6.18	:	
1236	2393, 2900	Fishkill Plains—East Fishkill	East Fahkill 5.44		:	5.44	:	:	
1312 6	3142, 3618	Barrytown—Red Hook—Rock City		2 Red Hook, v	1.08	:	6.81	:	
1910	0100 0020		Milen0.21		<u>:</u>				
0101	2300, 2010	chell, Part 1			<b>~</b> : :	:	8.86	: :	

	STATE	Co	MMI	oias	NER	OF	Hı	(GHW	AYS	65
						:	:	:	:	
5.37	8. 1. 6. 2. 1. 6. 2. 1. 1. 6.			: :		:	:	i	i	
	94.76 29.30 6.96 1.64 1.28			1.67	4.15	1.33	5.22	3.66	4.81	
0.58	. 8			1.67	1.65	1.33	:	0.34	0.20 $0.61$	
Wappinger Falls 0.56		il		Pawling, v	Rhinebeck, v	Red Hook, v	:	Fishkill, v	Fishkill, v Wappinger F'ls.	
5.37	24.06			2.14	2.50	i	5.22	3.32	0.80 3.20	
Pine Plains	Towns 124.06 Villages Cities Totals 124.06	, M		Pawling. Poughkeensie.	Rhinebeck	Red Hook	Hyde Park	Fishkill	Fishkill	d agreement.
Lafayetteville—Pine Plains — Win- obell, Part 2				Pawling Village	2 11, 12 Pet. V-1025	$\left. \begin{array}{l} 14 \\ 10 \end{array} \right\}$ Red Hook Village	Hyde Park—Staatsburg	Peekskill—Fishkill, Part 5	2 Fishkill Village—Wappinger Falls	Constructed as State Highway No. 5050 on Route No. 2. Constructed as State Highway No. 5602 on Route No. 2. Constructed as State Highway No. 5600 on Route No. 1. Configural contract 5.46 miles; 0.03 mile additional built by supplemental agreement. Original contract forfeited May 1, 1916. Original contract forfeited August 22, 1916.
2616 V-254, 3272.			Section	03 <del>4</del>	11, 12	14 7-1010		<del>- 8</del>	` 81	ate High ate High ate High 5.46 mile orfeited orfeited res.
2616 V-254, 32		State Highwais.	Route No.	- 8	Pet.	2 Pet. V-10	63	2 Pet. V-10	7	Constructed as State H. Constructed as State H. Constructed as State H. Original contract 5.48 original contract forfeit original contract forfeit.  State of villages.
1314		STATE E	}	50 50 50 50 50	5092	2095	5135	5150	5154	Fright State of State

# DUTCHESS COUNTY — Concluded

STATE	STATE HIGHWAYS.	÷							Wiles an
High No.	Route No.	Section	Name of highway	* Miles in Town · town	City or village	Miles in city or vil-	Miles 90m- pleted	con- struc- tion	proved and avaiting contract
5326	-	က	Dover Plains-Pawling Town Line.						
			Part 2	Dover 3.93	3	:	3.93	:	:
5460	1	4	Wassair—Dover Plains—Pawling Arnenia. Town Line, Part 1	Amenia 3.56 Washington 0.52	20	ii	10.87	:	:
5484	-	ဗ္	Delavergne Hill—Amenia		6	<u>:</u> :	2.09	:	:
5489	Pet. V	6, 7 /-117-A	2 6, 7 Poughkeepsie City: South Avenue Pet. V-117-A and Washington Street		. Poughkeepsie, c 0.79	0.79	0.79	:	:
5549	Pet.	2 3 Pet. V-1159	3) Wappinger Falls Village: Main State   Poughkeepsie	Poughkeepsie	. Wappinger F'ls. 0.68) . Wappinger F'ls. 0.20	0.88	:	88.0	:
5580	-	2-8	7-8 Amenia—Pine Plains, Part 1	Amenia3.45 Northeast3.52			:	6.97	:
5628	-	9, 10	9, 10 . Amenia—Pine Plains, Part $2 \ldots$	Northeast 2.05 Pine Plains 4.74	70 44	<u> </u>	:	6.79	:
				Towns 47.83 Villages	Towns 47.83 6.68 Gittee 0.79	6.68	84.07 13.76 5.80 0.88 0.79	0.88	

Totals .... 47.83

		STA	TE	Сом	MIS	810	N]	ER.	OF	Н	IG	HWA	YS		6
					:	:	:	:	:	:	:	:	:	:	
: :	:				:	:	:	:	:	:	:	:	:	i	
1.46	2.20	2.29			6.48	1.45	1.16	0.95	3.41	1.17	3.42	4.00	1.93	4. 8.	
: :	:			•	1.87	` :	:	:	:	:	:	:	:	÷	
					Lackawanna, c.										
1.46	23.28	83			4.61	1.46	1.16	0.95	0.59	1.17	3.42	1.19	1.93	2.14 2.14	
Poughkeepsie Hyde Park	Towns	Totals	ERIE COUNTY		Hamburg	Tonawanda	East Hamburg	East Hamburg	East Hamburg	West Seneca	Amherst	AuroraWales	Amherst	Clarence	
State Hospital. Vanderbilt			ER		Buffalo—Hamburg	River	Orchard Park, Part 1	Orchard Park, Part 2	()rchard Park, Part 3	Orchard Park, Part 4	Main Street, Part 1		Main Street, Part 2	Transit, Part 1	10.56 mile included in State Route No. 17.  * Included in State Route No. 6.  * I.GS miles included in State Route No. 19.  * 0.74 mile included in State Route No. 17.
				COUNTY HIGHWAYS. Petition No.	1, 2176	50	112	112	u	112, 2177	2, 6	<u>5</u>	2, 6	128	mile included in Sta ded in State Route miles included in St mile included in Sta
9003		•		Countr	7	ន	7,7	99	9 29	188	<b>1</b> 69	<b>.</b> 88	£ 1/8	<b>8</b>	10.56 mile included in State R. s Included in State R. s 1.53 miles included is 0.74 mile included is

### ERIE COUNTY — Continued

COUNTY	COUNTY HIGHWATS.							Miles	Miles ap-
High-	Petition No.	Name of highway	Town	Miles in town	City or village	Miles Period	Miles com- pleted	under con- struc- tion	proved and avaiting contract
<b>6</b> 8	128	Transit, Part 2	Amherst	8 8 8		:::	4.06	:	:
1284	202	Aurora—Buffalo, Part 1	West Seneca	5.57		` :	5.57	:	:
129	224	River, Parts 2 and 3	Tonawanda	3.02		:	3.02	:	:
130	2, 6	Main Street, Part 3	Clarence	5.63		:	5.63	:	:
131 8	6	Main Street, Part 4	Clarence	0.60 5.98			6.58	i	:
263	248	Aurora—Buffalo, Part 2	Elms	4.23		` :	4.23	:	:
264	334	Aurora—Buffalo, Part 3	Aurora	0.74		:	0.74	:	:
272	249	Orchard Park, Part 5	East Hamburg	1.21		:	1.21	:	:
3716	583 <b>}</b> , 2178	Clinton Street, Part 1	Cheektowaga	0.42		:	5.08	:	:
372	584	Clinton Street, Part 2	Elma	6.14		: :	6.14	:	:
373	586	Goodrich	Clarence	8.77		:	8.77	:	:
522	585	Clarence—Hunts Corners	Clarence	4.75		:	4.75	:	:
523	587	Hamburg—North Collins	Hamburg	1.24 7.62			8.8	÷	:
524	680	North Collins—Lawton	North Collins	4.28 0.02	N. Collins, v	1.14	5.42	÷	:
5257	726	Lawton—Gowanda	Collins	3.13		:	3.13	:	:
525-A	726	Lawton—Gowanda State Farm	Colling	0.59		:	0.59	:	:
526 526	727	Lawton—Gowanda	Collins	4. 6 10. 4		: :	4.0.4	: :	

527	588	Hamburg—Springville, Part 1	Hamburg 2.06 Boston 7.41			9.47	i	:
528	725	Hamburg—Springville, Part 2	:		` : ´	7.34	:	:
1629	679, 720	Alden Town Line—Marilla	Alden3.55 Marilla2.47		<u>.</u>	6.02	:	:
530	4	Base Line—Grand Island, Part 1	Grand Island 1.81		` :	1.81	:	:
531	4	Base Line—Grand Island, Part 2	Grand Island 2.59		:	2.59	:	:
532	4	Base Line—Grand Island, Part 3	Grand Island 1.87		:	1.87	:	:
<b>58</b>	721	Skinnersville—New Home Bridge	Amherst 7.96		:	7.96	:	:
642	589-592	Angola—Evans Center	:		 :	9.90	:	:
;		Angola—Brant	:		::			
<b>\$</b>	1864	Alden Town Line, Part 2	Alden 0.73	:	:	0.73	:	:
645	1853, 1854	Orchard Park—Griffin Mills, Parts / East Hamburg	East Hamburg 3.19		<u>-</u> :	4 64		
		1 and 2	Aurora1.45			10.1	:	:
750	1844	Clarence Center	Clarence 5.95		:	5.95	:	:
751	1875	Aurora—Glenwood, Part 2	Colden 7.07		:	7.07	:	:
862	V-31	Hamburg Village	Hamburg	Hamburg, v	0.97	0.97	:	:
863	1, V-28	Blasdell Village	Hamburg		1.06	1.06	:	:
998	1855	Aurora—Glenwood, Part 1	Aurora 2.01		:	2.01	:	:
913	1837	Ellicott Creek	Tonawanda 1.82	:	:	1.82	:	:
914	1862	Broadway—Depew	Cheektowaga 3.63	-	:	3.63	:	:
915	V-71	Lancaster Village	:	Lancaster, v	1.46	1.46	:	:

<sup>2.47</sup> miles included in State Route No. 19.
Included in State Route No. 17.
4.14 miles included in State Route No. 17.
Original contract called for 5.32 miles in West Seneos, 0.67 mile at R. R. omitted. All included in State Route No. 19.
Included in State Route No. 19.
Original contract 4.00 miles. 0.70 mile omitted from construction, 0.17 mile torn up and all built as No. 525-A and 525-B.
Exclusive of villages.

### ERIE COUNTY -- Continued

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Сопит Нівнилтв	IGHWATS.	•			•	į		Miles	Miles ap-
High- way No.	Petition No.	Name of highway	*Miles in Town town	iles n City or village		Miles in city or vil- lage	Miles com- pleted	under con- struc- tion	proved and avaiting contract
916	1862. V-70.	Depew Village	Cheektowaga	Depew, v	: :	1.59 $0.71$	2.30	:	:
917	1863	Lancaster—Alden		4.11		:	4.11	:	:
924 924-A	1859	Wales Center—Wales	Wales6.	6.03	:	i i	:	6.03	:
925	2914	JamisonEast Elms	Elma. 4. Marilla. 1.	4.22	: :	<u> </u>	:	5.40	:
947	1845, V-74	Akron—Tonawanda Creek and	Neuroteed	9 OS Akron v		=	10 18		
686	3056, 3062	Springville Village			<b>A</b>	2.25	2.25	: :	
066	V-12, 3051.	Angola Village	Evans	Angola, v	:	1.03	1.03	:	:
991	3037	East River	Grand Island 4.	4.64	:	:	4.64	:	:
1034	3053, 3054	Chaffee—Sardinia	Sardinia4.	4.20	:	:	4.20	:	:
1035   1 1035-A	1879	Holland—Glenwood, Part 1	Holland 3.	3.13	:	:	3.13	:	:
1036	1839	Tonawanda Creek, Part 4	Clarence 3.	3.77	:	:	3.77	:	:
1037 $1037-A$	V-166, 3055.	Gowanda Village	Collins	Gowanda, v	<b>A</b>	1.11	1.11	:	:
1038	724	Water Valley—Clarksburg, Part 1	Eden 2.	2.89	:	:	2.89	:	:
1063	2990, 2991	Ĕ		I		1	1		
,,,,,		cott Streets		Tonawanda, c.		2.55	. S	:	:
1004	2444, 3041.	Tonawanda Creek-Itunta Corners.	: : : : : :	4.08	:	:	4.03 50	:	:
1085	V-153, 2222.	Alden Village	Alden	Alden, v	:	1.66	1.66	:	:

Aurora								:	
Athol Springs—Hamburg         Hamburg         3.76         Hamburg, v         0.32         4.08           Cattaraugus Creek, Part 1         Concord         0.76         0.76         0.76           Genesee Street, Part 2         Lancaster         5.40         5.40         6.22           Genesee Street, Part 2         Lancaster         6.22         6.22           Genesee Street, Part 3         Alden         5.90         5.90           Bast Aurora Village: Bast Main         Aurora         E. Aurora, v         0.34         0.34           Farmham Village: Commercial Street         Brant         4.02         Farnham, v         1.17         1.17           Collins Center—Springville         Collins         Collins         4.02         9.14           Collins Center—Springville         Collins         6.22         9.14           Collins Center—Springville         Collins         Collins         6.38         4.30           Transit, Part 4         Collins         Cheektowaga         0.79         0.83         4.50           Harmburg         East Eden—Hamburg         Hamburg         1.35         4.50         4.50           West River         Grand Island         6.19         0.38         5.09		:	=	East Aurora, v.	0.58				
Cattaraugus Creek, Part 1         Concord         0.76         0.76           Genesee Street, Part 1         Cheektowaga         5.40         5.40           Genesee Street, Part 2         Lancaster         6.22         6.22           Genesee Street, Part 3         Alden         5.90         5.90           Genesee Street, Part 3         Alden         5.90         5.90           Beat Aurora Village: Beat Main         Aurora         E. Aurora, v. 0.34         0.34           Collins Street         Collins Breet         Collins Conter—Springville         Collins Conter—Springv	thol Springs—Hamburg	:	92.	Hamburg, v	0.32	<b>4</b> .08	:	:	
Genesee Street, Part 1         Cheektowaga         5.40         5.40           Genesee Street, Part 2         Lancaster         6.22         6.22           Genesee Street, Part 3         Alden         5.90         5.90           East Aurora Village: East Main         Aurora         E. Aurora, v         0.34         0.34           Street.         Farnham, V         1.17         1.17         1.17           Collins         Choored         5.12         9.14           Collins Center—Springville         Collins         4.02         8.14           Collins Center—Springville         Collins         0.48         4.30           Transit, Part 4         Clarence         0.30         8.83         4.30           Transit, Part 4         Clarence         0.30         0.83         4.50           East Eden—Hamburg         Eden         2.86         Hamburg, v         0.29         4.50           West River         Grand Island         5.19         6.09         4.50           Hunta Collins—Langford         North Collins         0.53         8.75           Hunta Corners—Akron         Reat Aurors—Lancaster, Part 2         Elma         3.54           South Newstead—Peters Corners         Alden         0.9	attaraugus Creek, Part 1	:	92		:	92.0	:	· :	
Genesee Street, Part 2         Lancaster         6.22         6.22           Genesee Street, Part 3         Alden         5.90         5.90           East Aurora Village: East Main Street         Brant         E. Aurora, v. 0.34         0.34           Farmham Village: Commercial Street         Brant         Fornham, v. 1.17         1.17           Collins Contextual Street         Brant         4.02         9.14           Collins Contextual Street         Collins         4.02         9.14           Collins Contextual Street         Collins         4.02         9.14           Collins Contextual Street         Collins         4.02         9.14           Collins Contextual Street         Collins         4.30         4.30           Transit, Part 4         Cheektowaga         0.79         Depew, v.         0.83         4.50           East Eden—Hamburg         Eden         2.86         Hamburg, v.         0.29         4.50           Worth Collins - Langford         North Collins         4.71         N. Collins, v.         0.38         5.09           Hunts Corners—Akron         Clarence         0.63         6.69         8.22         8.22         8.22           South Newstead—Peters Corners         Alden         0.91	enesee Street, Part 1	:	€.		:	5.40	:	:	
Street	enesee Street, Part 2		23		:	6.22	:	:	•
Street	enesee Street, Part 3		8	•	:	:	5.90	:	
Street	ast Aurora Village: East Main								дІ
Parmham Village: Commercial Street Brant.   Parmham, v   1.17   1.17   1.17	Street	Aurora	:	E. Aurora, v	0.34	0.34	:	:	Ľ
Collins Center—Springville   Concord   5.12   Amherst   0.48   4.30   Clarence   0.30   Cheektowaga   0.79   Depew, v   0.88   Clarence   0.97   Depew, v   0.88   Eden   Lancaster   0.97   Depew, v   0.29   Cheektowaga   1.35   Cheektowaga   1.35   Cheektowaga   1.35   Cheektowaga   1.35   Cheektowaga   2.86   Hamburg   1.35   Cheektowaga   2.86   Hamburg   2.86   Cha	armham Village: Commercial Street	Brant	:	Farnham, v	1.17	:	1.17	:	<u> </u>
Concord	Julian Control			•	:		71.0		الان
Amherst.   0.48   Clarence.   0.30     4.30     Cheektowaga.   0.79   Depew, v.   0.88     Lancaster.   0.97   Depew, v.   0.88     Lancaster.   0.97   Depew, v.   0.88     Eden.   2.86   Hamburg. v.   0.29     4.50     Hamburg.   1.35   Crand Island.   5.19     5.19     Clarence.   0.53     5.09     Clarence.   0.53     3.75     Clarence.   0.53     3.75     Clarence.   2.86   Hamburg. v.   0.38     5.09     Clarence.   0.53     3.75     Clarence.   0.53     3.75     Clarence.   2.86   Hamburg.     3.22     3.75     Clarence.   2.86   Hamburg.     3.75     Clarence.   2.86   Hamburg.     3.75     Clarence.   3.64     3.25     Clarence.   3.64     3.25     Clarence.   3.64     3.25     Clarence.   3.64     Clarence.   3.64     Clarence.   3.64     Clarence.   3.64     Clarence.   3.64     Clarence.   3.64     Clarence.   3.64     Clarence.   3.64     Clarence.   3.64     Clarence.   3.64     Clarence.   3.64     Clarence.   3.64     Clarence.   Clarence.   3.64     Clarence.   Clarence.   3.64     Clarence.   Clarence.   3.64     Clarence.   Cl	ounts Center—Springville		.12		<u> </u>	:	a. 14	:	. 141
Clarence   0.30   4.30   Cheektowaga   0.79   Depew, v   0.88   Lancaster   0.97   Depew, v   0.88   Lancaster   0.97   Depew, v   0.88   Eden   2.86   Hamburg, v   0.29   4.50   Hamburg   1.35   Grand Island   5.19   5.19   Clarence   0.53   6.09   Clarence   0.53   8.22   Clarence   0.53   8.23			<b>8</b> €		:				1136
Cheektowaga	F .	:	8		:		6		-10
Lanoaster	rangu, Fart 4	:	62.	Depew, v	0.83	:	ે. જે.	:	14.7
20.       East Eden—Hamburg.       2.86       Hamburg.       4.50         West River.       Grand Island       5.19       5.19         North Collins—Langford.       North Collins.       4.71       N. Collins, v.       0.38       5.09         77.       Hunta Corners—Akron.       (Clarence.       0.53       3.22       3.75         East Aurora—Lancaster, Part 2.       Elma.       3.54       3.75         South Nowstead—Peters Corners.       Alden.       0.91		:	26.	Depew, v	0.88				⊎.Di
Co.         East Eden—Hamourg         1.35         #.00           West River         Grand Island         5.19         5.19           North Collins—Langford         North Collins         4.71         N. Collins, v.         0.38         5.09           77. Hunta Corners—Akron         (Clarence         0.53         3.22         3.75           East Aurora—Lancaster, Part 2.         Elma.         3.54         3.75           South Nowstead—Peters Corners         Alden         0.91		:	88.	Hamburg, v	0.29		4		J
West River         Grand Island         5.19         5.19           North Collins—Langford         North Collins         4.71         N. Collins, v. 0.38         5.09           77. Hunts Corners—Akron         (Clarence         0.53         3.22           Rest Aurors—Lancaster, Part 2.         Elms.         3.54           South Newstead—Peters Corners         Alden         0.91	ast Eden—namourg	:	بع		<u> </u>	:	3	:	
Morth Collins—Langford         North Collins         4.71         N. Collins, v. 0.38         5.09           77. Hunts Corners—Akron         (Clarence         0.53         3.22         3.75           East Aurors—Lancaster, Part 2.         Elma.         3.54         3.75           South Newstead—Peters Corners         Alden         0.91	est River	:	19		· :	:	5.19	:	
77. Hunts Corners—Akron       Clarence       0.53         Newstead       3.22         East Aurors—Lancaster, Part 2.       Elma.       3.54         South Newstead—Peters Corners       Aiden       0.91	orth Collins—Langford	:		N. Collins, v	0.38	:	2.09	:	10
// Hunts Corners—Akron					_ ::		ì		л \
East Aurors—Lancaster, Part 2 Elma 3.54	unta Corners—Akron		83		~_ :	:	ð. <i>(</i> 5	:	√ Δ.
South Newstead—Peters Corners Alden 0.91	ast Aurora—Lancaster, Part 2		<b>1</b> 2.		` :	:	:	3.54	15
	outh Newstead—Peters Corners		16:		:	:	:	0.91	
Original contract cancelled.		ek, Part 1  Part 2  Part 3  'illage: East Main  S. Commercial Street  Springville.  Akron  Akron  Akron  Akron  S. Akron  Akron  Noaster, Part 2  -Peters Corners  S. A.	ek, Part 1 Concord Part 1 Cheektowaga Part 2 Lancaster Part 3 Alden Illage: Bast Main Springville Collins Concord Amherst Clarence Cheektowaga Lancaster Cheektowaga Lancaster Cheektowaga Lancaster Cheektowaga Amherst Cheektowaga Cheektowaga Cheektowaga Cheektowaga Cheektowaga Cheektowaga Cheektowaga Amherst Cheektowaga Cheektowaga Cheektowaga Cheektowaga Amherst Cheektowaga Cheektowaga Amherst Cheektowaga Amherst Cheektowaga Amherst Cheektowaga Amherst Cheektowaga Amherst Cheektowaga Amherst Cheektowaga Amherst Cheektowaga Amherst Cheektowaga Amherst Cheektowaga Amherst Cheektowaga Amherst Cheektowaga Amherst Cheektowaga Amherst A	ek, Part 1         Concord         0.76           Part 1         Cheektowaga         5.40           Part 2         Lancaster         6.22           Part 3         Alden         5.90           illage: East Main         Aurora         5.90           Springville         Collins         4.02           Springville         Collins         4.02           Springville         Collins         0.48           Clarence         0.30           Clarence         0.79           Lancaster         0.97           Eden         2.86           Inburg         Hamburg         1.35           Grand Island         5.19           Grand Island         5.19           Akron         North Collins         4.71           Clarence         0.53           Akron         Newstead         3.22           uncaster, Part 2         Elma         3.54           —Peters Corners         Alden         0.91	ek, Part 1         Concord         0.76           Part 1         Cheektowaga         5.40           Part 2         Lancaster         6.22           Part 3         Alden         5.90           Fart 3         Alden         5.90           Farnham, v         Collins         E. Aurora, v           Springville         Collins         4.02           Springville         Concord         5.12           Amherst         0.30         0.48           Cheektowaga         0.79         Depew, v           Isancaster         0.97         Depew, v           Eden         2.86         Hamburg, v           Isancaster         0.97         Depew, v           Isancaster         0.97         Depew, v           Isancaster         1.35         Hamburg, v           Akron         (Clarence         0.53         North Collins, v           Akron         Nowestead         3.22         North Collins, v           Peters Corners         Alden         0.91         0.91	ek, Part 1         Concord         0.76           Part 1         Cheektowaga         5.40           Part 2         Lancaster         6.22           Part 3         Alden         5.90           Fart 3         Alden         5.90           Fart 3         Alden         5.90           Fart 3         Alden         5.90           Fart 4         Colins         Collins           Springville         Collins         4.02           Collins         4.02         Arnham, v           Collins         6.12         Arnham, v           Collins         0.30         0.79           Cheektowaga         0.79         Depew, v           Lancaster         0.97         Depew, v           Eden         2.86         Hamburg, v           Hamburg         1.35         Hamburg, v           Clarence         0.53         O.97           Akron         North Collins         4.71           Clarence         0.53         O.53           Akron         Nowertead         3.22           Aucaster, Part 2         Elma         3.54           —Peters Corners         Alden         0.91	ek, Part 1         Concord         0.76           Part 1         Cheektowaga         5.40           Part 2         Lancaster         6.22           Part 3         Alden         5.90           Fart 3         Alden         5.90           Spring Street         Brant         E. Aurora, v         0.34           Springville         Collins         4.02         Parnham, v         1.17           Springville         Collins         4.02         Parnham, v         1.17           Springville         Collins         0.48         Parnham, v         1.17           Collins         0.94         Popew, v         0.83         Popew, v         0.83           Inburg         Hamburg         0.97         Depew, v         0.83         Popew, v         0.83           Inburg         Hamburg         1.35         Hamburg, v         0.29         Popew, v         0.83           Incaster         Clarence         0.97         Depew, v         0.83         Popew, v         0.83           Akron         North Collins         4.71         N. Collins, v         0.38         Popew, v         0.38           Akron         Newstead         3.22         9	ek, Part 1         Concord         0.76         0.76           Part 2         Lancaster         5.40         5.40           Part 2         Lancaster         6.22         6.22           Part 3         Alden         5.90         6.22           Part 3         Alden         5.90         6.22           Part 3         Alden         5.90         6.22           Part 3         Alden         6.22         6.22           Part 3         Alden         6.22         6.22           Springville         Collins         4.02         Farnham, v         1.17           Springville         Collins         4.02         Farnham, v         1.17           Amberst         0.30         6.83         Clarence         0.30           Clarence         0.30         0.79         Depew, v         0.08           Inburg         Hamburg         1.36         Hamburg, v         0.29           Akron         Colarence         0.53         0.29           Akron         North Collins         4.71         N. Collins, v         0.38           Akron         Newstead         3.22         3.54           Akron         0.91         0.91 <td>ek, Part 1         Concord         0.76         0.76           Part 2         Cheektowaga         5.40         5.40           Part 2         Lancaster         6.22         6.22           Part 3         Alden         5.90         5.90         5.90           Fart 3         Alden         5.90         5.90         5.90           Fart 3         Alden         5.90         5.90         5.90           Fart 3         Alden         6.22         5.90         5.90           Spring ville         Collins         4.02         Farnham, v         1.17         1.17           Spring ville         Collins         4.02         Farnham, v         1.17         1.17           Spring ville         Collins         6.12         9.14         4.30           Spring ville         Collins         0.30         0.83         4.30           Cheek to wage         0.79         Depent, v         0.08         4.50           Inburg         Hamburg         1.36         Hamburg, v         0.38         5.19           Akron         Colarence         0.53         0.53         5.09           Akron         Akron         0.91         0.91         3.7</td>	ek, Part 1         Concord         0.76         0.76           Part 2         Cheektowaga         5.40         5.40           Part 2         Lancaster         6.22         6.22           Part 3         Alden         5.90         5.90         5.90           Fart 3         Alden         5.90         5.90         5.90           Fart 3         Alden         5.90         5.90         5.90           Fart 3         Alden         6.22         5.90         5.90           Spring ville         Collins         4.02         Farnham, v         1.17         1.17           Spring ville         Collins         4.02         Farnham, v         1.17         1.17           Spring ville         Collins         6.12         9.14         4.30           Spring ville         Collins         0.30         0.83         4.30           Cheek to wage         0.79         Depent, v         0.08         4.50           Inburg         Hamburg         1.36         Hamburg, v         0.38         5.19           Akron         Colarence         0.53         0.53         5.09           Akron         Akron         0.91         0.91         3.7

Re-let as No. 1037-A. \*Original contract cancelled. Re-let as No. 924-A.

10.39 mile of original contract cancelled for elimination of grade crossing.

4 Original contract forfeited October 10, 1916.

2.3.18 miles forfeited June 1, 1916, and being completed as No. 1334-A.

Exclusive of villages.

<sup>1.12</sup> miles cancelled and re-let as No. 1334-B.

			ERIE CO	ERIE COUNTY — Concluded					
Country	COUNTY HIGHWAY	ē.				Miles			Miles approved
H No.	a a	Petition No.	Name of highway	* Miles in Town town	City or village	in city or villy bes	Miles com- pleted		and awaiting contract
1447	3059, 3058	<b>~</b>	Brant—North Collins	Brant4.13 North Collins	N. Collins, v	0.37	:	:	4.50
1491	2559,	3044	Marilla—Marilla Station	Marilla. 0.74 Alden 2.23		: :	:	:	2.97
1492 1493	3039. 1843.	: :	Ellicott Creek—Getzville				: :	: :	3.02
1494	3694.	:	Lancaster—Clinton Street	Lancaster 1.50 Elma 0.35	Lancaster	0.40 	:	i	2.3
				Towns297.29 Villages		19.77	224.59 52.89 15.24 4.10 4.42	4.16	19.81 0.37
				Totals297.29		24.19	244.25 5	57.05	20.18
STATE	State Highways Route No.	F. Section			II.				
5019	18	7	Lake Shore—Lackawanna City	Hamburg 1.89		:	1.89	:	:
5064	18	Ð	Eighteen Mile Creek	Evans		<u> </u>	2.00	:	:
2061	9	4	Williamsville Village	Amherst	Williamsville, v	1.08	1.08	:	:
5071	Pet .	8 V-1137	Lackawanna City, South		Lackawanna, c.	₹ :	2.61	:	:
5172	18	13	13 Niagara Falls—Buffalo, Part 4	Tonawanda 1.09 Amherst 1.83		<b>~</b> ∷∷	2.92	:	:

			~	•					• 01	2.2.0	2 11 2 2	
:	:	:	:	:	:	:	:	:	5.2	5.78	10.34	11.04
:	:	:	:	÷	:	:	:	6.19	:	Ė	5.19	5.19
<b>2</b> 8.	4.97	5.87	0.85	4.52	4.48	0.50	2.11	:	:	:	3.31	36.73
<u> </u>	0.72	` :	0.85	$\bigcap$	`		0.07		0.67		3.98	5.92
	East Aurora, v. 0.72		East Aurors, v. 0.85			East Aurora, v.	Farnham, v		Farnham			
1.42	3.52 0.73	5.87	:	0.62 3.90	4.48	:	0.75	3.53 1.66	3.73 0.80	4.72 1.06	<b>47</b> .04	47.04
Amberst	Aurora		Aurora	Wales Holland	Evans	Aurora	Brant	Holland.	Evans Brant.	Marilla	Towns 47.04 Villages	Totals 47.04
12 Niagara Falls—Buffalo, Part 5	17 4 East Aurora—Holland, Part $1 \dots$	6 Athol Springs—Walden Cliffs	17 6 East Aurors Village: Main Street	East Aurors—Holland, Part 2	Eighteen Mile Creek—Evans Center	Aurora—Buffalo, Part 4	Farnham—Irving	Holland—Yorkshire, Part $1$	Evans Center—Farnham	Maril's—Wales Center		
12	4 7-1054	ົ ຜ	8 	က	4	2	-	81	, 8	7		
18	17 Pet. V	18	17 Pet. V	17	18	17	18	17	18	19		
5193	5317	5407	<b>6433</b>	5453	3546	5550	9009	5622	5634	5635		

Exclusive of villages

#### ESSEX COUNTY

						. 14	UA	.10 1	LUEZI	OLI	OB	-	HE							
Miles ap-	proved and awaiting contract	:	:	:	:	:	:	:	:	:		:	:	:	:	:	:	:	:	4.96
Miles	oon- struc- tion	:	:	:	:	:	:	:	:	÷		:	:	:	:	:	:	:	1.78	:
	Miles com- pleted	2.64	3.64 20.	3.77	5.46	7.03	5.50	4.45	0.57	5.99	-	<b>‡</b>	6.12	4.67	5.34	83	3.31	0.52	:	:
;	Miles in city or vil-	:	:	:	:	:	:	:	0.57	:	0.47	0.97	1.74	` :	0.36	1.46	:	0.52	1.78	
	City or village								Keeseville, v		Saranac Lake,v	Bloomingdale, v	Port Henry, v		Lake Placid, v	Saranac Lake, v		Bloomingdale, v	Westport, v	
	* Miles in town	2. <b>6</b>	3.6 <u>4</u>	3.77	5.46	7.03	5.50	8 8 8	77	5.99	:	:	4.07	4.67	4.98	2.37	3.31	:	:	2.10
	Town	Chesterfield	Minerva	Westport	Schroon	Newcomb	St. Armand	Crown Point	Chesterfield.	Ticonderogs	St. Armand	St. Armand	Moriah	Crown Point	North Elba	North Elba	Westport	St. Armand	Westport	Westport
	Name of highway	Old State	County Line-Aiden Lair, Part 1	Port Henry—Westport, Part 2	-	Aiden Lair—Newcomb, Part 2	Saranac Lake—Bloomingdale	Crown Point—Port Henry	Keeseville Village		Saranac Lake Village—Blooming-	asie Village	Port Henry—Westport	Ticonderoga-Crown Point, Part 2.	Ray Brook—Lake Placid	Saranac Lake-Ray Brook	Westport—Wadhams Mills	Gabriels—Bloomingdale, Part 2	Westport Village: Main Street	Wadhams Mills—Whallonsburg
IIGEWAT8	Petition No.	297	1666, 2274	1660	1638	1668	1673, 2659	1658	V-15	1657, 2752,	2902, 2903.		V-114, 1659, 1660	2862	1652	1653	1661		V-292, 8356.	1661, 3454
County HIGHWAYS	High No.	232	6581	744	745	1261	821	841	8594	891	626		} 2101	1176	1177	1178	1285	1286	1410	1411

		STATE	Co	MM.	18810	ΝE	R	OF.	HI	GF	IW	'.1.7	78		6
8.86	2.00	13.80			:	:	:	:	:	:	:	:	:	:	
:	1.76	1.78		: :	6.77	:	:	:	:	:	:	:	:	:	
:	58.19 6.09	2.28		3.45 6.00	:	5.30	3.95	5.33	3.70	2.34	6.33	5.69	4.63	3.69	
1.32	: 86 :	9.82		: :	:	:	:		0.15	:	:	:	:	:	
Westport, v Elisabethtown		' "							Elizabethtown						
3.84	66 : : 68 : :	8.		3.45 6.00	6.77	5.39	3.95	4.61 0.72	3.55	2.54	6.33	5.69	4.63	3.60	
Westport Elizabethtown	Towns Villages	Totals 69.99		Jay. Flizabethtown	Sehroon	North Hudson	North Hudson	North Hudson	Elizabethtown	Jay	Minervs	Minerva	Newcomb	Jay	
Westport—Elisabeth town				Ausable Forks—Jay Fuba Mills—New Russia.	ä, F	Schroon Lake—North Hudson, Pt. 2	North Hudson—Euba Mills, Part 1.	North Hudson—Euba Mills, Part 2.	New Russia—Elizabethtown	Ausable Forks—Jay, Part 2	Minerva—Aiden Lair	Aiden Lair—Newcomb, Part 1	Newcomb-Long Lake, Part 1		ute No. 25. nute No. 22. coelled. Re-let as No. 5179-A. les, part in Clinton county.
3529,			tion tion	8 S	2,3	4, 5	6,7	∞	11	19	7,8	5, 6	1,2	82	
3762, 3753.		STATE HIGHWAYS.	Route No.	<b>5</b> 2 53	3 22	23	7.7	23	क्ष	73	33	শ্ব	শ্ব	73	Included in State Ro Included in State Ro Original contract cas Total length 1.24 mi Exclusive of villages
1496		State B		5011 5117	5179 5179-A	5180	5181	5182	5183	5184	5186	5187	5188	5235	Include Origin

Malone-Fort Covington, Part 2...

<b>37</b> 0	)					A	NNU	AL I	RE	PORT	<b>OF</b>	THE				
	Miles ap-	awaiting contract	:	:	:	:	:	:	:	:	: :				:	:
	Miles	eon- tion	:	:	:	:	:	÷	5.98	12.75	: :	12.75			:	:
		Miles com- pleted	90.9	6.21	6.18	1.57	7.16	10.16	:	86.35 12.75	. 1.88 : 1.88	88.04			4.51	6.19
	Miles	P 4 B	<u> </u>	` :	1.36	:	0.18	<u> </u>	` :	::	1.88 : 88	1.60		•	0.60	:
		City or village			Elizabethtown.		Lake Placid, v								North Bangor,v	
cluded		•Miles in town	2.25 3.81	6.21	4.82	1.57	6.83 83	2.8 8.28	5.98	99.10	: :	99.10			2.85 1.16	
ESSEX COUNTY — Concluded		Town	Jay. Keene.	Keene	Elizabethtown	Chesterfield	Wilmington	Jay. Wilmington.	Schroon	Точлв 99.10	Villages Cities	Totals	FRANKLIN COUNTY		Malone	Westville
ESSEX		Name of highway	Upper Jay-Keens	Elizabethtown—Keene, Part 2	Elizabethtown—Keene, Part 1	Plattsburg—Ausable Chasm, Part 2.	Jay—Lake Placid, Part 2	Jay—Lake Placid, Part 1	Schroon Lake—Ticonderoga, Part 1				FRAN		Malone—North Bangor	Malone-Fort Covington, Part 2
		Section	16, 17	14, 15	12, 13	21	-	2,3	5, 6					ATB. Petition No.	1711	:
	STATE HIGHWATS.	Route No.	8		ន		22-A	22-A	22-B					County Highways. Peth N	1703, 1711.	2006
	TT H	High Way No.	6236	88	5239	1111	2500	2240	5541					OUNTE	701	702
	ર્જ	HZ	23	22	22	33	13	73	35					ರ	•	

2.42	6.52 3.58 3.58	4.34 8.68	Malone, v 0.80 0.80 1.91 North Bangor, v 0.16 2.07	5.49 5.49	$ \frac{2.66 \text{ Malone, v}}{7.73} \frac{10.76}{\dots} $	4.35 4.35	3.49 3.49	4.09 4.09	5.50 Saranao Lake, v 0.22 0.22 5.50	$\begin{array}{cccccccccccccccccccccccccccccccccccc$	9.08 2.38	
Westville	Bombay	Moirs. Bombay.	MaloneBangor	Altamont	( Malone	Harrietstown	Harrietstown	Waverly	Harrietstown	Brighton	Santa Clara	
Malone-Fort Covington, Part 3	Hogansburg—Bombay		Malone Village: Fort Covington St. North Bangor—South Bangor	Tupper Lake—Moody	Malone—Trout River	Saranac Lake—Lake Clear Junction, Part 1	Part 2. St. Lawrence County Line—St.	Regis Fall: Saranac Lake Village: Broadway	and River Street	Gabriels—Bloomingdale, Part 1	Santa Clara—Lake Meacham	1 Total length 4.92 miles, part in Clinton county. 2 Included in State Route No. 30. 3 Original contract 6.22 miles; 6.19 miles constructed. 4.0.92 mile sencelled and re-let as No. 985-A.
1708-2006	2001	1701, 2867, 2868	V-110	2871	2915, 2940	2870	3448	3512, V-298.	3424	3455, 3456	3354, 3355	gth 4.92 miles, point Blate Route N contract 6.22 mile cancelled and re of villages.
703	88 88 88	<b>388</b>	98 98	985 985A	1089	1090	1180	1228	1250	1251	1252	1 Total len 2 Included 3 Original 4 0.92 mile

## FRANKLIN COUNTY—Concluded

	Miles Miles ap-		-Dickinson, Part 2 Bangor 4.75 4.75	~~ ::	Altamont. Franklin	Towns 103.91	Villages 2.05 2.05 Cities Cities	Totals 103.91 2.05 69.75 16.91 19.30			-Moira, Part 2 Bangor 2.49 North Bangor, v 0.51 3.00		lle—Moira	gay—Clinton County Line. Chateaugay 3.66 Chateaugay, v. 1.00 4.66	-Duane, Part 1	Welcon Main and Piles Stee Malone Malone 1 00
OO HERRITARIA		Name of highway	Malone-Dickinson, Part 2 Bango	West Bangor—Reynoldstown $\}$ Brand	Tupper Lake—Saranac Lake, Pt. 1. Altame Hunter Home—Clinton Co. Line Frankl						Malone-Moira, Part 2	Malone—Moira, Part 3	Nicholville-Moira	Chateaugay—Clinton County Line.		Melane William: Main and Plan Sta Malan
	COUNTY HIGHWAYS.	Petition No.	2869	1714, 2869	2871				STATE HIGHWAYS.	Route Sec-	`G	30 10, 11	30 12	30 1, 2 Pet. V-1186	31 1-2 Pet. V-1158	~
	COUNTY	High No.	1383	1384	1385 1386				STATE H		5081	9209	52841	5468	5552	2005

0 Malone, v 0.13 7 7	4.43 2.31 2.12	9 4.43 25.07 12.35	3	16.43	3 15.43		Gloversville, c 0.06  4.04		
Malone—Chateaugay   Malone   3.60   Constable   0.47     Burke   5.03     Chateaugay   1.13	Towns 32.99 Villages	Towns 32.99	Duane Center—Mountain Road $ \begin{cases} Duane & 9.43 \\ Brighton & 6.00 \end{cases} $	Towns 15.43	Totals 15.43	FULTON COUNTY	Gloversville—Mayfield		1 Total length 11.66 miles; part in St. Lawrence county. Included in State Route No. 24. Included in State Route No. 37.  Exclusive of villages.
5613 30 3-6	22	SPECIAL HIGHWAYS.				COUNTY HIGHWATS.	33 * 127	109 * 137	1 Total length 11.66 miles Included in State Route Included in State Route Exclusive of villages.

		FULTON C	FULTON COUNTY Concluded	又			•		į
COUNTY HIGHWAYS.	IGHWAYB.					Miles	_		Miles ap-
H.	Destition		*Miles			in a	Miles	8	9
ó	No.	Name of highway	Town to	. E	City or village		Pieted		contract
246	303, 304, 573	Gloversville-Meco-Phelps	Johnstown 2.	2.03		:	2.83	:	:
047.1	)   	Johnstown-Kecks Center, Part 2	Johnstown1.	1.47		بـــ ::	68 7		
	902	Warren Creek-Red School House		3.15		<u>`</u>	<b>4</b> .0 <b>4</b>	:	:
248	25	Glovensville—Broadalhin Part 1		0.38		 :	20.2		•
}			Mayfield1.	<u>2</u>	• • • • • • • • • • • • • • • • • • • •	::	}	:	:
249:	305	Old Plank	Perth 3.	3.14		:	3.14	:	:
361	507	Johnstown-Tribes Hill, Part 1	Johnstown 2.	2.23		:	23 23	:	:
362	572	Northville—Chapmans Corners		1.71		:	1.71	:	:
363 •	713	Mayfield—Northville, Part 1		1.37		:	1.37	:	:
376	571	Gloversville—Bull Run		2.38		:	2.38	:	:
K41 8	800 603	Messeld Messelle Bear 9	Mayfield 3.	3.54		بـــ :	8		
		May mend—Mortan vine, Fart 2	Northampton 1.	1.25		<u> </u>	9	:	:
649	¥08	John Hamen Comment	Johnstown 2.	5.38 2.38		ــــ :	9		
5		School from Caroga Creek	Caroga0.	0.43	•••••••••••••••••••••••••••••••••••••••	<u>\</u> :::	8	:	:
K43 4	36	Johnstown Broadelkin Dont 9		88.		 :	8.25		
		Commonwall—Diometalists, 1 as \$ 2	Broadalbin1	1.47		<u>:</u>	3	:	:
244	900 908	Johnstonen Baradalkin Dont 1	Johnstown 3.	89. 88.		۔۔ :	1		
į		SOUTH WALL DIOGRAPHY I SELVINO	Mayfield 1.	1.80		<u>.</u> :	5	:	:
818	904 1174	Men Cames Lake		5.03		 :	86		
2		The state of the s	Caroga4.	4. 83		<u>:</u>		:	:
619	888	Sammonsville-Johnstown		2.12		:	:	2.12	:
A20	1908	Parkett Works Contra Boat 9	Ephratah 2.	2.86		ر :		12	
3		Liphus wall—Meeks Collect, I are 2)	Johnstown 2.	2.21	•••••••	<u></u>	:	9.	:
621	1299	St. Johnsville-Oppenheim, Part 2	Oppenheim 2.	8		:	:	2.80	:
_	3156, 7, 8, 9				;	1	i		
1127	V-167, V-169 V-170, V-210	Gloversville City		:	Gloversville, 6	1.73	1.73	:	:

		~.			0~201		•	<i>-</i> -		1	~	0.0
:	8.80	:	2.80	2.80		:	:	:	:	:	4.90	4.66
1.10	i	3.74	13.95	14.99		:	:	:	i	:		
:	:		58.88	60.67		2.43	0.64	1.11	1.54	4.58		6.56 2.20 1.54 10.30
1.04			2.83	2.83		1.09	:	1.11	1.54		0.24	2.44 1.54 3.98
Johnstown, c					"	Northville, v		Mayfield, v	Johnstown, c		Dolgeville	' ' ' ' ' ' ' ' ' ' ' ' ' ' ' ' ' ' '
0.06	2.00 0.80	2.0 2.0 2.0 2.0 2.0 3.0 3.0	75.63	75.63		1.34	0.64	:	i	1.32 3.23	4.66	11.22
Johnstown	JohnstownBleecker	Johnstown Mayfield	Towns Villages	Totals		Northampton	Johnstown	Mayfield		JohnstownEuphrata.	Oppenheim	Towns Villages Cities Totals
V-363, 3670, Johnstown City: East Avenue	Bull Run—Bleecker	Gloversville—West Perth				Northville Village, North	Fonds—Johnstown	Mayfield Village	Johnstown City	$4-5$ School House—Lassellsville, Part 1. $\left\{ \right.$	Oppenheim—Dolgeville	8.18 miles included in State Route No. 37. Original contract 4.67 miles 4.62 miles constructed of State Route No. 37. Included in State Route No. 37. Included in State Route No. 37. S.07 miles included in State Route No. 37. Lassella-wille portion (4.23 miles) not on map approved by Legislature. Part in Montgomery county. Total length 3.07 miles.
3670,	901, 899	3307–3309			Section	9, 10	-	<b>ၜ</b> ´	24 2, 3 Pet. V-1064 Pet. V-1065	, <del>1</del> -5	-	ded in States const ed in States Route led in States led in States tion (4.2 mery con
( V-363, ( 1371	901, 80	3307-3			STATE HIGHWAYS. Route	24	77	<b>43</b>	Pet. V	33	37	8.18 miles included in State Romiles 4.62 miles constructed 0.175 miles constructed 0.175 mile included in State Route No 2.607 miles included in State Route Lasselbarile porton (4.23 miles Part in Montgomery county. Exclusive of villages.
1375	1376	1377			STATE !	5065	5096	5194	5394	5554	9799	8.1 0.7 1.0 8.0 Par Far Ex

#### GENESEE COUNTY

COUNTY	COUNTY HIGHWAYS.								Miles ap-	
High- way No.	Petition No.	Name of highway	* Miles in Town town	<b>5</b> a 8	City or village	Miles in city or vil- lage	Miles com- pleted	Miles under con- struction	proved and awaiting contract	
5861	811	Fast Pembroke—Batavia			Batavia, c	0.11	5.58			
3			Batavia 5.	5.47			,			
				:	Batavia, c	0.47				
853	1779	1779 Batavia—Elba	Batavia	1.92		:	5.07	:	:	
			•	1.68		:				
922	1772	Indian Falls-Korfu, Part 2	Pembroke 1.	.88		:	1.85	:	:	
923	1794	Pavilion-Batavia, Part 1	Pavilion4.	4.70		:	4.70	:	:	
10542	1797	Alden—Darien Center	Darrien 3.	3.88		:	:	3.88	:	
1007	1780	Churchville—Bergen	Bergen0.	0.44		:	4.0	:	:	
268	1794	Pavilion—Batavia Part 2				:	4 49			
}			Stafford0.	ଅ		:	;			
1339	1782	Le Roy—Brockport, Part 2	Le Roy 0.	0.40		:	0.40	:	:	
608	1772 1774	Alchama Batania Dont 9	Oskfield 3.	3.07	Oakfield, v	1.08		5		
705		Australia Dawsvis, 1 at t 2	Batavia 3.	3.45		:	:		:	
1403	1772, 1774.	Alabama—Batavia, Part 1				`	:	7.94	:	
			F	8		}	8	6		
			TOWING OB. ZA	ß		:	3.3	20.90 10.04	:	
			Villages	:		.8	:	.08	:	
			Cities			0.58	0.58	:	:	
			ļ	ļ						
			Totals 39.29			1.8	21.53	21.53 19.42	:	

	:	:	:		:		:	:	:	:	:	:		:	:		:	
	:	:	:		:		i	:	:	:	:	4.53	4.53	:	:		4.53	
	3.46	4.47	2.80	) 	4.44		0.25	1.97	3.24	0.27	2.84	:	21.49	:	2.34	-	<b>83</b>	
	:	:	 :		:		) 	1.97	:	0.27	<u> </u>	: :	:	:	2.34		2.34	
							Batavia, c	Batavia., c		Batavia, c				:				
	3.46	4.47	1. 35.	1.46	0.85 0.85	. 5. 38	0.15	:	3.24	:	20.0 20.08		26.02	:	:		<b>28</b> .02	
	Pembroke	Pembroke	Stafford	L. Roy	Batavia	Stanord	Batavia		Le Roy		Le Roy	Pavilion	Towns	Villages	Cities		Totals	
	East Pembroke—Pembroke, Part 1. Pembroke	East Pembroke-Pembroke, Part 2.	Stafford—Le Rov		5 Batavia—Stafford, Part 1		5-A Batavia—Stafford, Part 3	7 Batavia Village	Le Roy—Caledonia Le Roy	Batavia—Stafford, Part 2	2 Le Roy-Pavilion, Part 1	1 Le Roy—Pavilion, Part 2						
gi Se	6	10, 11	4		ī.		2-Y	6 7 Pet. V-1185	· <del></del>	9	63	-						
Rou <b>ts</b> No.	9	9	9		9		9	6 Pet. V	9	9	16	16						
	5020	2090	5136		5145		5145-A <sup>3</sup>	2399	5463	5493	5538	55824						

Included in State Route No. 6.

\*\*Original contract forfeited July 10, 1916.

\*\*Constructed by R. R. Co. To be maintained by the State. Bridg e150 feet long not included in mileage.

\*\*Original contract forfeited June 17, 1916.

\*\*Exclusive of villages.

#### GREENE COUNTY

Countr 1	COUNTY H GHWAYS.					Miles		Miles	Miles ap-
High-	Petition		•	Miles	į	in at viri	Miles com-	struo-	and awaiting
. O.	No.	Name of nignway	E	10M01	City of village	9381		gog	contract
6131	238, 2388	Catakill—South Cairo	Catskill 5.	9.		:	5.60	:	:::
612	2405	Groenville—Coxsackie, Part 2		0.42		<u>.</u>	5.58	:	:
100	1076			# 6		::	5		
96,	Z4U5	Circenville—Coxesckie, Part 1	Greenville 4.	4.62		:	4.62	:	:
	2399, 2400	Hunter-Windham, Part 2	Windham 3.	3.39		:	3.39	:	•
898	2409	Levington—Prattaville Part 9		0.12		<u>-</u> ::	4 19		
3		CONTRACT TO A CONTRACT TO STREET		4.07		<u> </u>	1.10	:	:
1288	2398	South Cairo-Cairo	Cairo 3.	3.15		:	3.15	:	:
9541	2398, 2399	Cairo Hamlet	Cairo0.	0.46		:	0.46	:	:
002	9409	Hunton Lowett Conton	Hunter0.	0.57		رـــ ::	A 12		
100	Z**04	Trumer—Jewest Center	Jewett 5.	5.56		· · · ·	0.19	:	:
			Hunter0.	0.64	Hunter, v	0.13			
866	2400, 3064	Hunter-Windham	Jewett4.	4.84		<u>۔</u> :	6.27	:	:
			Windham 0.	99.0		:			
1242	2403, 3258	Hunter—Tannersville		3.28	Hunter, v	1.15	:	4.43	:
1348	3243, 3277	New Baltimore Station—Coeymans.	New Baltimore 3.	3.98 3.98		:	:	3.98	:
1364	2402	Lexington—Prattsville, Part 1	Lexington 6.	6.02		:	:	8.02	:
1365	3276	Greenville—Coxsackie, Part 3		2.39		:	:	2.39	:
			1	1					
			•	54.91		:	38.09 1	16.82	:
				:		1.28	1.28	:	:
			Cities	:		:	:	:	:
			Totals 54.	54.91		1.28	39.37 1	16.82	

	i	
•	į	

		:	:	:	:	:	:	:	:	:	:	:	i	:	:			
		:	:	i	:	:	:	i	:	:	:	:	:	4.7	3.98	8.72	: :	8.72
		1.94	3.87	4.62	3.39	1.74	5.97	3.92	2.22	2.70	0.23	2.44	5.18	:		30.91		88.23
		:	:		:	1.74	3.12	<u> </u>	2.25	:	0.23	<u> </u>		` :		: 5	:	7.31
						Catakill, v	Athens, v		Coxsackie, v		Catakill, v							
		1.94	3.87	& % %	3.39	:	0.8 1.98	0 8 8 8	:	2.70	:	2.08 0.38	1.81 3.37	4.7	3.38 0.57	39.68	: :	39.68
		Catakill	Catakill	Coxeackie	Cairo	Catakill	Catakill	Athens	Coxsackie	New Baltimore	Catakill	Cairo	Prattaville	:	Hunter	Towns		supon Totals
		Saugerties—Catakill, Part 3	Saugerties—Catskill, Part 2	Coxsackie—Ravena, Part 1	Cairo—Windham, Part 1	Catskill Village	Catskill—Athens	Athens—Coxsackie	Coxsackie Village	Coxsackie—Ravena, Part 2	Catakill Village: West Bridge Street.	Cairo-Windham, Part 2	5-A 17, 18 Prattsville—Ashland	Cairo—Windham, Part 2	Kasterskill Clove		Included in State Route No. 5-A.  1.5-4 miles included in State Route No. 5-A.  2.29 miles included in State Route No. 5-A.	Original contract 1.97 miles; 0.23 mile cancelled and re-let as No. 5409.  Inder 3-year guarantee. Division Engineer making necessary repairs upon refusal of contractor.  Exclusive of villages.
	9.5 15.03 10.03	8	_	11, 12	7,8	, 5	6,7	8,9	10	13	4	6	17, 18	5-A 12, 13	5-C 1-2		Route P	1.97 mil rantee. setor. ges.
TO WALO	Route No.	က	က	က	5-A	က	က	က	က	က	က	2-A	5-A	<b>2-</b> ¥	Š	ł	in State se includes se includes	Original contract 1.97 m Under 3-year guarantee refusal of contractor. Exclusive of villages.
DIVINE TITLE WATER		2057	5166	5198	5233	5366	5367	5368	5369	5370	5409	5462	5491	5583	2288		1.54 mile	Original Under 3 refusal Exclusiv

## HAMILTON COUNTY

77.1	proved	awaiting contract	:	:	:	:	:	5.03	:	:	6.82	}	11.85	:	:	11.85			:	:	:	:
		struc- tion	:	:	:	:	4.22	:	4.54	5.01	:		13.77	:	:	13.77			:	:	:	:
	Villa	com-	3.44	3.74	2.00	7.75	:	:	:	:			19.93 13.77			19.93			3.00	5.48	8.43	6.01
	Miles	or in	:	:	:	:	: :	:	:	:		<u> </u>	:	:	:	:			:	:	:	
		City or village																				
4	* 1400	in town	3.44	3.74	5.00	3.08	4 4 22 3	5.03	4.54	5.01		1.44	45.55	:	:	45.55			3.00	5.48		0.42 5.50
HAMILION COON I		Town	Lake Pleasant	Long Lake	Morehouse	Arietta	Inlet.	Long Lake	Indian Lake	Long Lake	Morehouse	Arietta	Towns	Villages	Cities	Totals			Норе	Норе	Long Lake	Hope
		Name of highway	Lake Pleasant—Speculator	Long Lake—Grove	Nobleboro—Morehouseville	Piseco—Lake Pleasant	Eagle Bay—Sixth Lake	Tupper Lake—Long Lake, Part 3	Indian Lake—County Line	Tupper Lake-Long Lake, Part 1	Morehouseville—Piaeco. Part 1								County Line—Hope Center	Hope Center-Wells, Part 1	Newcomb-Long Lake, Part 2	Hope Center-Wells, Part 2
Conver Honeways	TOBA PIO.	Petition No.	457	1802, 1803	1807	1809	1806	1816	1815, 2895	3273	1807, 1808,	3008					GHWAY8.	Route Sec- No. tion	22	24 2,3	25 13, 14	24
Comme	High	No.	122	8481	874	1025	1098	1099	1100	1258	1458	_					STATE HIGHWAYS.		5038	5133	5189	5208

																YB
:	6.74	6.74	:	:	6.74				:	:	:	:	:	:	:	
6.98	i	6.98	:	:	6.98				:	:	:	:	:	:	÷	
:	:	22.92	:	:	22.92				1.11	2.28	1.64	1.89	0.35	5.35	5.32	
:		<b>!</b>	:	:	:				. :	:	:	:	:	:		
					:											
86.98	3 8 8 8	36.64	:	:	36.64	×			1.11	5. 2. 3.	1.62	1.89	0.35	5.35	2.36 2.96	
Wells	wellsPleasant	Towns 36.64	Villages	Cities	Totals	HERKIMER COUNTY			Frankfort	Manheim	Schuyler	Frankfort	Russia	Manheim	Little Falls Herkimer	s constructed.
We	Wells					RKIM			Frank	Manh	Schuyl	Frank	Russis	Manhe	Little Herki	74 mile
Wells—Speculator, Part 1	Wells—Speculator, Part 2   Wells	•				HERKIM			Utica-Frankfort, Part 3 Frank	Little Falls—Dolgeville Manh	Frankfort—East Schuyler Schuyl	Utics-Frankfort, Part 2 Frank	Poland—Cold Brook Russia	Little Falls—East Creek Manhe	Little Falls—Herkimer $\left\{\begin{array}{ll} \text{Little} \end{array}\right\}$	o. 24. No. 25. Original Contract 3.76 miles; 3.74 mile p.: 7.75 miles constructed.
	···	•				HERKIM		a	. Utica-Frankfort, Part 3	Little Falls—Dolgeville	Frankfort—East Schuyler	Utics-Frankfort, Part 2	Poland—Cold Brook	Little Falls—East Creek	Little Falls—Herkimer $\left\{ $	nte No. 24. oute No. 25. Original Contract 3.76 miles; 3.74 miles miles: 7.75 miles constructed.
Wells—Speculator, Part 1	Wells—Speculator, Part 2					HERKIM	County Highways.	Petition No.	. Utica-Frankfort, Part 3					:	<b>~</b>	<sup>1</sup> Included in State Route No. 24.  *Included in State Route No. 25. Original Contract 3.76 miles; 3.74 miles constructed. A Pricinal contract 7.82 miles: 7.5 miles constructed.

Route No. 6. Original contract 5.39 miles; 5.35 miles constructed. y constructed, discarded to accommodate re-location under No. 5411. All included in State Route No. 6. 0.19 mile included in State Route No. 25. Original contract forfeited May 15, 1916.
0.23 mile not on direct route, due to change after construction.
Included in State Route No. 6.
Included in State Route No. 23.
Included in State Route No. 6.
Included in State Route No. 6.
Old miles original contract 5.39 miles: 8.25 miles.

# HERKIMER COUNTY -- Continued

COUNTY HIGHWAYS. High-	IGHWATS.				•	Miles in city	Miles	Miles under	Miles approved
No.	Petition No.	Name of highway	Town	i i	City or village	8 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1	_	tion	awaiting contract
468	856, 1390	Herkimer—Frankfort	Herkimer	2.98			3.69	÷	i
459	787, 855,	East Schuyler—Deerfield	:	5.53		` :	5.53	:	:
<del></del>	835, 836, 1378	Herkimer—Middleville	Fairfield Herkimer Newnort	8. 8. E			6.30	i	:
4611	832, 833, 846	Middleville—Poland,		0.87			6.07	i	:
4621	840	Old Forge—McKeever		9.91		` :	9.91	:	:
463	851	Manheim Center—Salisbury Center	Manheim	3.55 1.97			5.53	:	:
464	849	Salisbury Center—Stratford		5.46		:	5.46	:	:
465	850, 852	Salisbury Center—Burrells	Salisbury	5.43		:	5.43	:	:
466	850, 317	Burrells—Middleville		5.16	Middleville, v	0.42	5.58	:	:
467 *	848, 1033	Newport—Norway—Cold Brook	Newport Norway	1.28 2.80	Newport, v	0.72	6.92	:	
	•		Ruseis	1.81	Cold Brook, v	0.53			
468	839, 853, 873	Little Falls—Fairfield, $\left\{ $	Little FallsFairfield	0.78			:	5.55	:
469+	790, 803	Ilion—Cedarville	German Flats	: :			:	i	:
₹10.	861	Mohawk—Jordanville	German Flats	1.63 2.73			:	i	4.83
471 °	781	Richfield Springs—Warren—Spring-	Warren	8.60		:	3.60	:	:

470	100 004	Ashmuli Mariant	Columbia 3.15			11.		
	189,004	Columbia—IMODAWK	German Flats 2.90	0 Mohawk, v	0.10		•	
	871	Little Falls—Jacksonburg	Little Falls 3.03		:	:	3.03	
_	867	Ilion-Frankfort-Utica			:	:	:	
830	862							
831	1034, 2607	Little Falls-Montgomery County						2
		Line	Danube 5.63		:	5.63	:	)T.
898	V-18, 851	Dolgeville Village	Manheim	. Dolgeville, v	2.06	2.06	:	AT:
880	V 0 03E	Middlerille Village	Newport	. Middleville, v	0.62	9 0		E
8		TATIONICA IIICA A TITORICA CONTROLLA	Fairfield	. Middleville, v	0.07	3	:	C
870	V-35, V-37	Herkimer Village: West and East						MC
		German Streets	Herkimer	. Herkimer, v	1.99	1.99	:	M
871 10	863	Cedarville—West Winfield	Winfield		:	:	:	188
1257	V-320	Little Falls City: East Monroe Street		. Little Falls, c	1.81	1.81	:	Ю
1346	1310	Frankfort—Gulph	Frankfort 5.10	0	:	5.10	:	NI
1362	860, 1306	Vanhornesville—Starkville	Stark 5.84	<b>3</b>	:	:	5.84	cR
1363	1415	Paines Hollow—Stone House	Little Falls 5.67	37	:	:	2.67	01
	, , ,		Towns 121 49	1 9	86	86.34 16.28	18.87	ולו. יו
Included Included	Included in State Route N	ute No. 26. Original plans 10.34 miles. Due to			6.51	6.51	•	.1G
spanges in a	lignment, etc. 9.	5. 9.91 miles were actually built. State Route No. 23.				1.81	:	ΗV
4 Built as p	part of State Hig	hway No. 5466 on Route No. 23-A.	•	ı				VA
2.86 miles b	puilt as No. 5579	2.86 miles built as No. 5579 and 0.27 mile as No. 5584. Of the remaining miles. 1.08 miles in Warren and 1.63 miles in German Flats have been	g Totals 121.49	63	8.32 9	94.66 16.28	18.87	YB
stricken from the approve	the approved sy	ystem.		I				
which 1.30 r	niles were built	which 1.30 miles were built as part of No. 5524 and 0.70 as No. 5534.	. Balance combined with No. 830	330.				

Included in State Route No. 26.

\* Built on State Highways No. 26.

\* Built on State Highways No. 5209 and No. 5219 on Route No. 6.

\* Poriginal plans, 5.51 miles. 3.97 miles included in State Route No. 5 and built as part of No. 5524. Balance combined with No. 471.

\* Exclusive of villages.

\* Exclusive of villages.

# HERKIMER COUNTY — Concluded

STATE HIGHWAYS.	GHWAYB.				}					Miles ap-
4				•	Miles		Miles in city		Miles	proved
No.	Koute No.	ti on on	Name of highway	Town	to the	City or village	or val	com-	con- truction	awaiting contract
)1	9	8 <del>-</del> 9	Herkimer Village: East Albany St	Herkimer	:	Herkimer, v	0.77	0.77	:	:
5064	<b>3</b> 6	10-12	Middleville Village and Newport	Fairfield	:	Middleville, v	0.52			
			Village	Newport	:	Newport, v	1.03	9.1	:	:
_	g	7.1		Newport	:	Poland, v	0.5 <u>z</u>			
2069	8 8	1 14 1 2	Poland Village—Coldbrook Village	Ruseis	:	Poland, v	0.69	2.04	:	:
٠	3	, o ,	_	Russia	:	Cold Brook, v	0.81			
5105	9	2,4	Little Falls City		:	Little Falls, c	1.45	1.45	:	:
5159	9	-	East Creek	Manheim	0.14		:	0.14	:	:
5161	9	13	Ilion Village	German Flats	:	Ilion, v	1.51	1.51	:	:
70 /	9	10	Mohawk Village	German Mata		Mohowb w	35	35		
,_, s	Pet.	V-1007		:	:	MULIDAM A, V	3	3	:	:
5209	9	18	Utica-Frankfort, Part 1	Frankfort	3.06		:	3.06	. :	:
		14, 15	Hisa Danles	Frankfort	0.98	Frankfort, v	1.28	5		
, 8	Pet.	V-1062∫	THOR TERMINAL	German Flats	0.23		<u> </u>	7.7	:	:
59482	36	_	Boonville Town Line-Mokesoner	:	0.44		بــ :	92		
	3	1		Webb	0.79		<u></u>	3	:	:
5411	9	5-A	West Creek	Herkimer	0.05	Herkimer, v	0.04	60. O	:	:
5441	83	က	Old Forge Village	Webb	:	Old Forge, v	1.27	1.27	:	:
EARES )	23-A	9	West Winfield Bridgewater	Winfald	71 0	West Winhald w	1	17		
 5	ន		Wase William - Diregowardi			west willely,	3	1.1	:	:
5466	23-A	2,3	Ilion—Cedarville		2.28		 ::	7.12	:	:
				:	4. 8.		- ::			
6513	23-A	-	Ilion Village: Oteego Street	late	: !	Ilion, v	0.90	06.0	:	:
5524	ĸ	1,2	Jordanville—Richfield Springs	Warren	5.27		: ;	5.27	: ;	:
5559 4	88	16-16	Poland—Trenton	Rueria	3.58	Poland, v	0.74	:	4.30	:

6.56		Mohawk, v 0.71 0.71	18.22 14.32 5.57 13.19 11.74 1.45 1.45 1.45	14.64 31.41 15.77 5.57	•	3.92	6.04	
este:		Monawk village: Columbia and Hammond Streets	Towns 38.17 Villages	Totals 38.11	JEFFERSON COUNTY	:	Watertown—Sackette Harbor— Henderson, Part 1	10.77 mile originally constructed. 0.03 mile discarded for re-location under No. 5411.  1 Part in Obeida county. Total length 18.00 miles.  1.27 miles in Oneida county and 1.53 miles in Otsego county. Total length 3.97 miles.  4 Total length 8.98 miles. 4.50 miles in Oneida county.
5679 5 4–5 5684 5 3	23-A	0 0 1500			COUNTY HIGHWAYS. Petition	8 7	181 340 182 342	10.77 mile originally cons Part in Oneida county. 11.27 miles in Oneida cou Total length 8.89 miles.

# JEFFERSON COUNTY -- Continued

Miles	Miles under proved in city Miles oon- and or vil- oon- strue- awaiting or vilage lage pleted tion contract	3 3.03	8 2.96	1.00	66.0 6	68.9 { 6		3 2.23	9 4.19	5 1.45		9 4.19	3	6 3.16	5 4.05		88 4.88					4.56
	*Miles in town	3.03	2.96	1.00	0.8	0.70		2.33	4.19	1.45	5.00	4.19	1.37	3.16	4.05	3.07	. 4 . 88	5.40	7.35	3.08	5.37	4.58
	Town	Adams	Ellisburg	Lorraine	Lyme	Adams		Hounsfield	Alexandria	Watertown	Henderson	Thoresa	Ellisburg	Adams	Lorraine	Rutland	Wilns	Philadelphia	Pamelia	Wilna	Antwerp	Rutland
	Name of highway	on, Part 1	-Ellisburg			a, Part 2	tts Harbor-		ia Bay, Part 2		•	Part 3	art 1	Part 2		, Part 2	e, Part 3		t, Part 1		Part 2	Burra MillsSouth Champion
	<b>Name</b>	Adams—Henderson, Part 1	Pierrepont Manor-Ellisburg	State	Depot	Adams—Henderson, Part 2	Watertown—Sacketts	Henderson, Part 2	Redwood-Alexandria Bay, Part 2	Sacketts Harbor	Henderson Harbor	Watertown-Theresa, Part 3	Belleville—Adams, Part 1	Adams-Watertown, Part 2.	State, Part 2	Watertown-Carthage, Part 2	Watertown-Carthage, Part 3	Philadelphia	Watertown—Theresa, Part 1	Carthage—Wilna	Theresa—Antwerp, Part 2	Rurra MillsSout
County Highways.	Petition No. Name	339 Adams—Henders	344 Pierrepont Manor	272 State	343 Depot	339 Adams—Hendersoi	340 Watertown—Sacke	Henderson, Part	342 Redwood—Alexandr	341. Sacketts Harbor	339, 345 Henderson Harbor	401 Watertown—Theresa,	439 Belleville—Adams, Pa	490 Adams—Watertown, 1	466 State, Part 2	464, 489 Watertown—Carthage	451 Watertown-Carthag	440, 441, 442 Philadelphia	541 Watertown—Theress		. 438.	488 Burra Milla Sout

				21	AI	. Ei	·	OMM	LIS	216	)NE	. 0	E.	11	IGI	11	<b>VA</b> :	I E
:	:	:	:	:	:	:	:	:		:	:	:		:				
i	i	:	:	:	:	:	:	:		:	:	:		:	:		:	;
5.31	7.04	:	1.07	2.45	0.37	2.45	2.29	4.72	5	3.	8.91	1.70		1.11	8.24	!	9.14	!
<u>:</u> :		` :	1.07	:	0.37	2.45	:	<u> </u>	 :	0.84∫	1.54	1.70		1.11	1.88	::	1.76	-
			Henderson, v		Alexandria Bay	Sacketts Harbor				Watertown, c	Cape Vincent, v.	Ellisburg, v		Belleville, v	Theresa, v		Chaumont, v	
0.09	5.39 1.65	:	:	2.45	:	:	2.29	3.68 88.68	0.16	:	4.85 2.52	:		:	3 58	χ. Σ	4.35	ო ფ
PameliaLe Ray	Rodman		Henderson	Champion	Alexandria	Hounsfield	Ellisburg	Theresa	Watertown		Cape Vincent	Ellisburg		Ellisburg	Theress	Alexandria	Lyme	Brownville
Watertown—Theresa, Part 2	Adams Center—Tremaines Corners.	Watertown—Carthage, Part 1	Henderson Village	Lewis County Line—So. Champion.	Alexandria Bay: Church Street	Sacketts Harbor	Ellisburg—Belleville		Watertown City: Gifford and State	Streets	Ü	Ellisburg—Village	Belleville Village: Main and Wash-	ington Streets	Theress—Browns Corners		Cape Vincent—Watertown. Part 2	
782	467, 3253, 238S		V-3, 339	3013	3404, V-243.	3377, V-242.	1027	782	V-257, 3274.		3372	3379	3378, V-249.		2387, 2856,	3374	1029, 782,	V-252
814	335	8367	844	1129	1130	1131	1132	1133	1134		1148	1149	1150		1151	!	1164	<u> </u>

STATE COMMISSIONER OF HIGHWAYS

Included in State Route No. 30.
5.500 miles included in State Route No. 27.
1.41 miles included in State Route No. 20.
6.50 mile included in State Route No. 30.
1.61.80 mile included in State Route No. 30.
1.61.81 miles included in State Route No. 30.
1.62 mile included in State Route No. 30.
1.62 mile as State Highway No. 5005 on Route No. 27.

\*Exclusive of villages.

# JEFFERSON COUNTY — Continued

		*Miles		Miles in city or vil-	Miles		proved and awaiting
Name		town			pleted	tion	contract
Theresa—Philadelphia, Part 1	Iphia, Part 1 Theresa	. 2.26	Theress, v	1.27	3.53	:	
lams Village:	Adams Village: South Main Street Adams	:	Adams, v	ි මි			
and Pierrepont Ellisburg Street	Pierrepont Manor Hamlet: Ellisburg	. 0.48		<del></del>	0.78	:	:
				•			
Adams Village: Railroad Street	Iroad Street Adams	:	Adams, v	0.67	0.67	:	:
	Brownville	1.18	Dexter, v	0.55			
Cons Vincent Wetentown Dest 3	Hounsfield	3.84		:	88		
spe vincente visi	Watertown.	1.62		:	9.	:	:
		:	Watertown, c	1.17			
	•			•			
Carthage—Naumburg, Part 1	g, Part 1 Wilns	0.74	Carthage, v	0.07	1.81	:	:
Lorraine—Worth, Part 1	rt 1 Lorraine	. 2.86		:	2.8	:	:
Lorraine-Worth, Part 2.	art 2 Worth	2.40		:	2.40	:	:
Redwood-St. Lawrence Co. Line	ence Co. Line Alexandria	4.60		:	:	<b>4</b> .60	:
Chaumont—Depauville		3.23	Chaumont, v	0.25	:	6.05	:
Cape Vincent—Clayton.	ton	8.30 8.30 78.30	Clayton, v	0.71	:	14.05	:
Gunn Cors.—Fishers Landing, Pt. 1	s Landing, Pt. 1. Clayton	0.42			:	7.78	:
Gunn Cors.—Fishers Landing, Pt. 2.	•	6.65		i	:	:	6.65
Main Streets	North & South		Philodelphia	88			99

6.65	7.31		~ <b>.</b>	:		:			J14		:	<i>J</i>	::::	.1(	łH.	:	0.16	:		:		
148.94 37.50 15.14 0.96 2.01	166.09 32.46			4.68		3.24	5.24	0.29	0 41		7.31		8.45		13 39	00.01	:	0.51		11.34		
16.76	18.77				Black River, v. 1.10		Watertown, c. 0.85		Black River, v 0.36	<u></u>	Clayton, v 1.11		<b>~</b>		Mannsville, $v 1.17$	Adams, v 1.12∫	Adams, v 0.16		Clayton, v 0.68)		Alexand. Bay, v 0.60	
Towns187.09 Villages	Totals187.09		Le Ray 2.81	Pamelia 0.77	Rutland	Watertown 3.24	Pamelia. 4.39			Le Ray 0.05	Clayton 6.20	Pamelia 0.20	Brownville 3.18	Clayton 5.07	Ellisburg 8.16	Adams 2.93	Adams	Ellisburg 0.51	Clayton 3.14	Orleans 2.94	Alexandria 3.98	
				Black River—Watertown		11 Adams—Watertown, Part 3	Watertown—Clayton, Part 1	Felts Mills	Black River	TOTAL TRANSPORT	Watertown-Clayton, Part 3		12 Watertown-Clayton, Part 2		19 14 County Tine Adoms Conter	<i>ــ</i> ـ	County Line—Adams Center	County Line—Adams Center		Clayton—Alexandria Bay		<sup>1</sup> Original contract forfeited September 27, 1916.
		AT8.	te Section :	7 5,7		30 11	27 10, 11	27 4-C	7,	,	7 13				20 12 14		Pet. V-1188		<u> </u>	2/ 14 Det IV 1002	et. v-1000)	ract forfeited
		STATE HIGHWATS.	Route No.	5005 2		5119 38	5140 2	5152 2			5266 27		5267 27		5960			5269-B a		5304	,	1 Original conti

<sup>1</sup> Original contract forfeited September 27, 1916.
<sup>2</sup> Original contract forfeited September 27, 1916.
<sup>3</sup> Original contract 4.84 miles; 4.74 miles constructed, of which 0.03 mile was rebuilt as part of No. 5173.
<sup>4</sup> Original contract 4.84 miles; 4.77 miles constructed, of which 0.03 mile was rebuilt as part of No. 5173.
<sup>5</sup> A portion of No. 5299 omitted from original cont

Exclusive of villages.

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											-						
	Miles ap	and awaiting	contract	0.15	:	:	0.35	:	:	:	:	:	:	i	0.68	:	:
	Miles	-dop-	tion	:	i	÷	÷	i	:	:	:	:	5.03	4.05	9.08	:	:
			pleted	:	1.12	2.12	:	1.17	1.81	5 76	1.08	77.27	:	:	58.84	14.41	1.93
	Wiles	in gity	9	0.15	1.12	2.12	0.35	1.17	·:	0.40	1.08	1.25	$\widetilde{\vdots}$	0.48		14.41	1.83
70	,		City or village	Clayton, v	West Carthage.	Carthage, v	Carthage, v	Clayton, v		Antwerp, v	Watertown, c	Philadelphia, v. Antwerp, v		Antwerp, v			
clude		•Miles	town	:	:	:	i	:	1.81	5.36	•	2.15 2.78	3.79 1.24	0.84 2.75	88.58	:	:
JEFFERSON COUNTY Concluded		-	Town	Clayton	Champion	Wilns	Wilna	Clayton	Watertown	Antwerp		Philadelphia	Le Ray	Wilna	Towns	Villages	Cities
JEFFERSON			Name of highway	Clayton—Alexandria Bay	· Lowville—Carthage	Carthage Village: State and School Streets and West End Avenue	· Carthage Village: State Street	Clayton Village	Adams—Watertown, Part 4	Antwerp-County Line	Watertown City: Eastern Boulevard	Philadelphia—Antwerp	Watertown—Philadelphia, Part 2	$\left. egin{aligned} 6 \\ -1222 \end{aligned}  ight\}$ Carthage—Antwerp, Part $4$			
	LYB.	oute Sec-	No. tion	71 17	77 1) ?ef. V-1200∫	$\begin{bmatrix} 27 & 2, 4 \\ 30-A & \cdot 1 \\ \text{Pet. V-1121} \end{bmatrix}$	0-A 1-A 7 3	7 13-A $\left\{ \text{et. V-1181} \right\}$	0 10	0	8	i, 3	0 4	0-A 6 rt. V-1222			
	STATE HIGHWA	High- way Ro	No.	5304-A 1 2	$5332$ $\begin{cases} 3 & 2 \\ 5332-A \end{cases}$ F	5344 Pet. V	$5402 \left\{ \begin{array}{c} 3 \\ 2 \end{array} \right.$	$5403$ $\left\{\begin{array}{cc} 2\\ P_{\rm c} \end{array}\right.$	5426 3	5427 5.	5530 2	5548 ( 3	5617 3	5618 { 3			

#### LEWIS COUNTY

				~			00.	ML 191.1	3631	011	AU 114	01	, .	1110	T W T	15				001
		:	:		- :	:	:	:	.:		:		:	4.74	5.37	9.6	0.46	:	10.11	
		:	:	:	:	:	:	:	:	60	0.0		:	:	:	88.	:	:	8.8	
		5.30	8	4.58	0.51	6.38	5.73	9.17	2.00		:	- 3	1	:	:	88.38	3.38		38.77	
		:	1.14	:	0.51	:		0.46	•	:	:	3	1	: ::	0.46	:	3.84	:	3.84	
			Copenhagen, v.		Lowville, v			Croghan, v				المستدرا	TOW VILLE, V		Copenhagen, v.					
		5.30	2.69	4.4 64.5	0.10	6.38	3.97	2 37 6.34	2.00	6.65	2.17		: 6	0.08	1.71 5.37	53.86	:	:	53.86	
LEWIS COUNTY		Lowville	Denmark	Harrisburg	Lowville	Croghan	Croghan	Lowville	West Turin	Harrisburg	Lowville	Loundle	Discharge	rinckney Harrisburg	Denmark Pinckney	Точлв		1 Cities	Totals	
五.		Copenhagen—Lowville, Part 2	Copenhagen-Denmark	Copenhagen—Lowville, Part 1	Lowville Village	Carthage—Naumburg, Part 2	Naumburg—Croghan	Lowville—Croghan	Constableville—Lyons Falls, Part 2.	Barnes Corners—West Lowville, ∫	Part 2	Lowville Village: Shady Avenue and	track Duale Durect	Barnes Cors.—Copenhagen, Part 2	Barnes Cors.—W. Lowville, Part 1		A portion of No. 5304 cancelled for grade crossing elimination.	Part in Lewis county. 0.76 mile of original ancelled and re-let as No. 5332-A.	* Original contract 5.74 miles. 5.32 miles constructed of which 0.02 miles was rebuilt as No. 1020.  * Frequency of villages.	,
1	County Highways. Petition No.	547, 816	V-10, 2641	816	V-219.	3070	3070, 816	816, 3420	3192	547		V-328, 3525.		816, 3212	2389, 547		on of No. 5304 can	Jefferson county c	*Original contract 5.74 miles rebuilt as No. 1020. * Frequeive of villages	
	County	847 •	937	1020	1092	1191	1192	1193	1299	1300		1301		1442	1490		1 A portic	Total le	* Original was rebuilt * Frelusiy	

69	2				Annu.	AL RI	EPORT	01	г тн	E			
	Miles approved and and swaiting contract	:	:	:	:	:					:	:	:
	Miles under con- struc- tion	:	:	:	:	:	: :				:	:	
	Miles com- pleted	2.61	3.08	1.30	14.77	13.21	32.59		34.97		2.23	5.20	6.90
	Miles in city or vil-	· : :		1.30	: : 8		2.38	:	2.38		:		
	City or village			Lowville, v	Turin v								
ded	*Miles in town	0.57	3.08	i	5.67 3.10 4.92	5.53 7.68	32.59		32.59	٨.	2.23	1.45 8.12 1.52	3.73
LEWIS COUNTY — Concluded	* Town	Lowville	Martinsburg	Lowville	Leyden West Turin	Lowville   Denmark	Towns	Cities	Towns	LIVINGSTON COUNTY	Mount Morris	Groveland	Geneseo
LEWIS C	Name of highway	7 Lowville—Martinsburg	Martinsburg—Turin	Lowville Village	27 1-5 Oneida County Line—Turin	0 Lowville—Carthage				TIAIN	Dansville-Mount Morris, Part 3	Mount Morris—Genreso	Севияво Ауов
	Sec- tion		<b>ဖ</b> ်	8 /-1092	1-5	9, 10				si si	00 No.	:	:
	HWATS. Route No.	21	22	Pet.	8					LIGHWAY	Pettion No.	123	124
	STATE HIGHWAYS.  High- WAY Route No.	5036	•	2309	5327	<b>5332</b>				COUNTY HIGHWAYS.	482	6221	(Zy

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:	i	:	i	:	:	:	:	:	:	:	:	:	3.96 9.	:	:	8.34	3.42	2.05	1 47	#	17.93 1.31	:	19.24
5.37	4.54	2.22	5.83	2.12	7.19	4.17	0.47	1.32	1.09	- 38 - 38	1.25	3.51	:	2.18	0.24	:	:	:			51.25 5.65		26.90
			:	•:	:	0.54	0.47	1.32	1.09	0.98	1.25		0.74	:	:	:	0.39		. 6	9	96.9	:	6.96
						Livonia, v	Mt. Morris, v	Geneso, v	Dansville, v	Livonia, v	Avon, v		Moscow, v				Nunda, v		Danaurilla u	Dallsville, v			
0.72 4.65	2.89 1.65	2.22	5.83	2.12	7.19	3.63	:	:	:	:	:	2.0 8.8 8.8	3.22	2.18	0.24	8.34	3.03	1.11	0.9 <del>4</del>	67.1	69.18		69.18
North Dansville	West Sparta	Livonia	Livonia	York	Conesus	Livonia	Mount Morris	Geneseo	North Dansville	Livonia	Avon	LeicesterGeneseo	Leicester	Avon	Lima	Springwater	Nunda	Groveland	West Sparts	NOT LEE L'ALIBY ILLE	•	Cities	Totals
Danaville-Mount Morris, Part I	Dansville-Mount Morris, Part 2	Livonia—Lakeville	Livonia-Ontario County Line	Geneseo-Piffard	Kuder's Cor's—Springwater Town L.	Livonia—Conesus Town Line	Mount Morris Village	Geneseo Village	Dansville Village	Livonia Village	Avon Village.	Moscow-Geneseo	Perry Center-Moscow, Part 2	West Rush—East Avon	W. Bloomfield—Honeoye Falls, P't 2	Conesus—Wayland	Nunda-Dalton	Groveland—West Sparta	Wordend - Denguille Dent 9	wayiand—Dansvine, rare z	<sup>1</sup> Total length 14.33 miles. Part in Jefferson county. Original plans 13.21 miles in Lewis county. 1.76 miles in Lowville and 5.10 miles in Dennark	2-B. Route No. 15.	Vo. 15. August 2, 1916.
122	122	•	1168, 1608, ( 2372, 2373)	1249, 1607	1614	V-272, 2374.	V-60.	V-29, 2645.	V-42	V-103	V-149, 3036.	1609, 2552	2551, V-49	3154	3349	1610	2370, 3660	311	3509	9994	2gth 14.33 miles. ] wis county. 1.76	ncelled and re-let as No. 533 * 1.66 miles included in State	Included in State Route N. Original ontract forfeited A. Exoclusive of villages.
714	212	216	117	718	828	828	855 3	856	867	1010	1030	1247	1248	1249	1318	1321 4	1350	1351	1450	1408	1 Total lea	cancelled at 1.66 mil	Include Original

69	4				Annu	L R	EPOR	т о	F TH	E			
	Miles approved and awaiting contract	:	:	:	:	: :	:	:	:	: : :			: : : :
	Miles under con- struc- tion	:	:	:	:	: :	:	i	7.69	7.8	7.69		: :
	Miles som- pleted	3.90	4.05	6.92	5.51	4.26 6.30	6.40	4.40	:	31.03	41.83		3.20
	Miles or wil-	2.08	1.15	0.71	0.78		<u>1</u>	3.58	0.42	10.80	10.8		<b>:</b> :
껗	City or village	Caledonia, v	Lima, v	Mt. Morris, v	Nunda, v	Caledonia, v	Avon, v	Dansville, v	Caledonia, v				
nclude	•Miles in town	1.91	2.90	6.15	2.06	5.82	3.75	0.82	8. <b>8</b> .	38.72	38.72		3.29
LIVINGSTON COUNTY — Concluded	Jown	Caledonia	Lims	Mount Morris	Portage Nunda	Portage Caledonia	( Lima	North Dansville	Caledonia	Towns Villages	Totals	MADISON COUNTY	Casenovia
LIVINGSTON	Name of highway	> Leroy—Caledonia—Mumford	Lima—East Bloomfield, Part 1	Portage-Mount Morris, Part 3	Portage—Mount Morris, Part 2	Portage—Mount Morris, Part 1	Avon—Lima	County Line—Dansville	Caledonia—Mount Morris, Part $1$			MAD	Syracuso Turnpike
	Sec- tion	~~	` <b>-</b> ´	1 V-1053	2) V-1080, V-1109	က က	2) . V-1050)	15 1 Pet. V-1100 $\int$	12, 13			.Y8.	Fettion No. 510
	State Highwars High- way No. Route	9 5	9	43 Pet.		£ 9	6 Pet.	15 Pet.	15			COUNTY HIGHWAYS.	Fetatio 510 509
	State H	5021	5142	2270	5271	5272 <sup>1</sup> 5273	230.5	2398	5593			COUNTY	337

			D.I	CA?	ГE	C	OI	MI M	11881	ON	EE	. (	)F	Ŀ	LIG	H	WA	YS				688
: :	: :	:	:	:	:	:	:	:	:	:	:	:	:			:	:		:			
<u>:</u> :	: :	:	:	:	:	:	:	3.05	:	:	:	:	6.54			5.65	0.91	10 18	3 6	8. 8. 8.	4	10.10
2.18	2.39	4.81	2.14	2.07	0.45	5.09	3.18	:	4.98	1.87	3.19	0.18	:			:	:	2K 4K		4. 4. 9. 9.	8	
0.68 1.67	: :	.:	:	2.04	0.45	:	:	3.05	3.32	0.16	0.93	0.18	<u>(ක</u>	<u>:</u>	•	:	0.91	1	: 5	8.96 8.96	10 44	10.1
Wampsville, v. Oneids, c				Canastota, v	Chittenango, v.			Oneida, o	Oneida, c	Chittenango, v .	Munnsville, v	DeRuyter, v	Munnsville, v				Oneida, c					
2.18	2.39	4.81	2.14	:	:	5.09	3.18	:	. <b>1</b>	1.71	2.26	:	8. 80	3.61		5.65	:	17 81	TO: )#	: : :	47 A1	10.7
Sullivan. [Lenox.	Georgetown	Lenox	De Ruyter	Lenox	Sullivan	Sullivan	Sullivan		Stockbridge	Sullivan	Stockbridge	DeRuyter	Stockbridge		•	Lenox		Tomore	TOWING	Villages Cities	F	TOWNS
Chittenango—Eagle Village	Chittenango—Uneida, Part 1 Georgetown—Otselic	Canastota—South Bay	De Ruyter-Otselic, Part 1	Canastota Village	_	Bridgeport—Lakeport	Lakeport—Oneida Lake	Oneida—South Bay, Part 1	Oneida—Munnsville, Part 1	Chittenango—Lakeport, Part 1	Oneida—Munnsville, Part 2	DeRuyter Village: Albany Street	Munnsville—Pratts Hollow—Pine	Woods	Oneida Lake—South Bay and	Oneida—South Bay, Part 2 Lenox	Oneida City: William Street				Original mileage 4.20. 4.28 milea constructed.	No. 5014 and No. 5120 on Route No. 6.
1317, 1365, 1384	2588	765	2593	V-61	V-134	2589	2589	2586	2587, 2855	3215, V-246.	2855, 766	V-314, 3473.	2855, 2854		2817		V-337				Original mileage 4.20. 4.3	Built as State Highways I Exclusive of villages.
506	72/* 811	812	883	806	955	<b>3</b> 96	022	110	160	216	217	326	360		361		374				Original	Built as

# MADISON COUNTY — Concluded

			TIMOO MOCTORINA							
STATE	STATE HIGHWAYS.	eri					Miles			Droved
	Donte			₩	* Miles		in city	Miles	-000	and
Š	No.	tion	Name of highway	Town	LOWD	City or village	9			contract
5014	9	4	Chittenango—Oneida, Part 1	Sullivan	3.20		:	3.20	:	:
5078	9	1	Wampsville—Oneida Castle		0	Oneida, c	2.56	2.56	:	:
5120	9 2	5 7 1015	6 5 Fayetteville—Chittenango, Part 2	Sullivan	1.95	Chittenango, v.	1.36	3.31	:	:
5329		6.7	6.7 Cazenovis—Morrisville	Cazenovia	1.37		 : :	10.11		:
				:		Morrisville, v	0.17	,		
5330	6	6.	Morrisville—Bouckville			Morrisville, v	0.87	5.63	:	
3	• (	, ,		:				; ;		
2380	œ	2	Bouckville-Madison	Madison		Madison, v	0.67	2.45	:	:
5447	∞	∞	Madison—Oriskany Falls	Madison	3.35		:	3.35	:	:
				Hamilton	<b>H</b>	Hamilton, v	1.52			
5492	∞	4	Hamilton—Bouckville	Madison	2.98		<u>۔</u> :	5.79	:	:
				Eaton	1.29		_ :			
5515	6	-	De Ruyter Vil.: Cortland & Utica Sta.	De Ruyter	I :::	De Ruyter, v	0.81	0.81	:	:
9	a	1 0 3	Ron'mill Homil on		3.28	Earlville, v	0.76		7. 07.	
6000	0	) (1	Towns Training On	Lebanon	1.55		-::	:	8	:
90.2	o	c	DeBurter - New Woodstook	De Ruyter	6.0 <del>0</del>		ر :		7 01	
2	<b>.</b>	: 4	COLUMN TO THE PROPERTY OF THE	Cazenovia	1.82		· ·:	:	10.	:
					41.99		:	28.49 13.50	3.50	:
				Villages	:		6.16	6.16	:	:
				Cities	:		2.56	2.56	:	:
				1						

### MONROE COUNTY

\* Total length 6.18 miles. Part in Chenange county.

\*2.32 miles included in State Route No. 20.

\*2.90 miles included in Rochester by change in corp. lines.

\*2.90 miles included in State Route No. 20.

\*2.90 miles included in State Route No. 20.

\*2.90 miles included in State Route No. 20.

\*2.90 miles included in State Route No. 20.

\*2.90 miles included in State Route No. 20.

\*2.90 miles included in State Route No. 20.

\*2.90 miles included in State Route No. 678.

\*2.90 miles built was 5.09 miles; 0.42 mile at grade crossing discarded and 0.52 mile built under Repair Contract No. 678.

\*Exclusive of villages.

# MONROE COUNTY -- Continued

, 0						44,	N IN U 2	L	7.	Æ	OEI	O.								
	Miles ap-	proved and awaiting contract		:		:	:	:	:	:	:		:	:			:			:
	Miles	oop- strue- tion		:		:	:	:	:	:	÷		:	:			:		:	:
		Miles com- pleted	7	4.10	9	8	2.96	3.40	2. 88	2.08	3.63		5.31	3.31			4.02	2.88	8.0	0.70
	7	Parity and Parity and	0.21		0.0	:		0.34	0.51	:		•	: [	1.47		•	:	:	:	9.0 40.:
		City or village	Rochester, c		Rochester, c			Webster, v	Webster, v					Kochester, c				•		Rochester, c
nued		•Miles in town	: 6	50.50	:	1.53	2.3 0.80	3.0g	2.37	<b>5</b> .08	1.17	ä	5.31	0.59	1.25		4. 20.	2.88	2.0)	0.68
MONKOE COUNTY — Continued		Тояв		Pitteford.		Irondequoit	Penfield	Webster	Webster	Parma	Brighton		Penfield	Brighton.	Penfield	,	Penfield	Penfield	Sweden	Irondequoit
MONKOE		Name of highway		Monroe Avenue	1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1	Mocnester—Webster, Fart 1	Rochester—W bster, Part 2	Rochester-Webster, Part 3	Rochester-Webster, Part 4	Ridge, Pt. 2 (W. Greece-Parma)	Penfield, Pt. 1 (Rochester—Penfield)	Penfield, Pt. 2 (Penfield—County	Line)	Dugway (Rochester—County Line, Pt. 1)		Dugway (Rochester-County Line,	Pt. 2)	Dugway (Kochester—County Line, Pt. 3).	Lake, Pt. 1 (Brockport—Sweden)	Portland Avenue, Part 1
	County HIGHWAYS.	Petition No.	9	52, 195	9	<b>4</b> Z	42	42	42	162	35, 188	38	;	37		37	ţ	37	171	163
	COUNTY ]	High- way No.	į	\$	9	• 88	<b>:</b> 66	100	101	165	166	167	,	168		169	į	170	171	17.2

:	:	:	:	:		:	: :	:	J <b>U</b>		MIII		:	NE.	к :		. 1	:	G 13	. w	A11	
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:	:	:	i	:	:	:	:	:		:		:	:		:	:		:		:	:	stroyed
1.00	2.92	2.12	3.11	2.56	3.60	3.36	4.30	4.14		5.55	8	0.0	2.76	9	0.02	0.93	•	3	6	9.07	2.08	aford de
:	:	:	0.85	` :	:	:	:	:		:	ـــر :	`	· :	0.15	`: :	` :	0.28	~ ::	 : :	`: ::	:	in Pitt
			Rochester, c											Rochester, c			Rochester, c					sted. 0.06 mile in Pittsford destroyed by barge
80.1	2.92	2.12	2.28 E	2.56	3.60	3.36	4.30	4.14		5.55	22.0	5 67	2.76	<b>B</b>	6.67	0.93		1.61	2.05	1.57	2.08	ot construc
Irondequoit	Chili	Gates	Gates	:	Parma	1	Parma	Greece		Hamlin	Brighton	Pittsford	Hamlin		Greece	:		Gates	Ogden	Chili	Riga	0.02 mile over bridge was n
Hudson Avenue, Part 2	Clifton, Pt. 2 (Chil -Buckbee)	Lyell.	Rochester—Chili, Pt. 1	Rochester—Chili, Pt. 2	Ridge, Pt. 3 (Parma—Garland)	Ridge, Pt. 4 (Garland—Clarkson)	Hilton	Barnard Crossing, Parts 1 and 2	Left Fork—German Church—Red-	man	Stores Stores	Clover Street	County Line	1-4-1		Portland Avenue, Part 2	7	rapids	D. C. D. S. (Manager No. Chill)	Dunado, f 6. o (recoreton—140. Calu).	Churchville—Riga	Soute No. 14. Original plans 4.23 miles, of which 0.02 mile over bridge was not constructed.
178	38.	195	196	211	215	214	162-A	163, 412	333		600		516	706	0.74	177	600		710	*10	515-A	Included in State Route
173	2524	253	254 6	255	258	257	569	276	<b>3</b> %		9	Į,	398	1006	. 880	400	5	<b>1</b> 0#	ξ	707	403	1 Includ

Actual length is 5.53 miles. Original contract 5.55 miles. 6.82 miles constructed.

700					1	ΑN	N.	ľA	L	R	EP	ORT	0 3	F	TH	E						
Miles ap-	and awaiting contract	:	:	:	:	:	:	:		:	:	:		:	:	2.26	:	:	:	:	:	
Miles	con- struc- tion	i	:	:	:	:	:	:		:	:	:		:	:	:	:	:	:	:	0.11	
	Miles com- pleted	. 2. 43	1.95	0.27	3.02	0.9	1.01	5.75	7. 78	9	0.48	4.43		6.15	0.24		2.67	5.19	5.67	8.38		11.41
	in city or vill-		` : :	:	:	:	:	:	:	:	:	:		0.42	0.24	<u>:</u>	<u>:</u> :	:	1.45	: :	:	0.39
	City or village													Spencerport, v	Spencerport, v.				Rochester, c			Falrport, v
nued	•Miles in town	0.85 1.58	1.95	0.27	3.02	0.99	1.01	5.75	2.63	3.15	0.48	1.89	5.7 2.7	4.71	:	2.15	2.67	5.19	: 4	9.38 9.38	0.11	- 5 5 2 3 3
MONROE COUNTY — Continued	Town	Penfield	Brighton	Perinton	Riga	Pitteford	Parma	Sweden	$\int$ Mendon	Pittsford	Pittsford	Brighton	Parma	Ogden	Ogden	Sweden	Pitteford	Mendon	Tandonioit	Webster	Webster	Perinton Punfield Webster
MONROE	Name of highway	Rich's Dugway—Penfield	Clover Street, Part 2	Fairport, Part 2	Buffalo, Pt. 4 (N. Chili-Churchville)	Despatch—Pittsford, Part 2	Hilton—Bartletts Corners	Lake, Part 2 and Fourth Section	Mondon Dittafond	Mendon—I lusiora	Mendon—Pittsford (Pugley's Hill)	East Henrietta—Rochester	Parma Corners Spencernort	_	Spencerport Village	Brockport—Holley, Part 1	Pittsford—North Henrietts	Honeoye Falls—Pittsford Town Line	Ridge—Rochester—Sea Breeze	Sea Breeze-Nine Mile Point	Sea Breeze—Nine Mile Point	Fairport - Nine Mile Point
IGHWATS.	Petition No.	216	955	43	515	44	409	294, 435	884 088	900	968	197	408, 683, V-16	ar i lama fami	3434, V-16.	697		916	176, 170	980	080	604, V 12h
COUNTY HIGHWAYS.	High- way No.	.408	474	4791	480	481	491	492	403 \$	- 001	493-A :	494	495 €		495-A ·	496	497	202	238	573	573-A	574 574-A

					i	ST	ATE	C	OM	1 M	18	810	)N	ER	OF	Н	[16H	ł W	AYS	701
	:	:	:	:	:	:	:	:	:	:	:	:		:	:	:	:		:	
:	:	:	:	:	:	:	:	:	:	:	:	:		:	:	:	:		:	
59.E	1.04	3.73	3.43	7.37	3.83	:	7.12	1.03	1.09	0.52	3.85	1.87		99.0	8.39	1.51	4.54		90.9	
<i>f</i> ·····	:	:	1.31	<u>.</u>	: :	:		:	1.09	:	:	:		99.0		: : :		<u>:</u>	<u> </u>	
••••••			Churchville, v						Hilton, v					Pittsford, v						
1.67	1. 2	3.73	2.12	1.63	3.83	:	1.09	1.03	:	0.52	3.85	1.87		:	5.12	1.51	1.45	8. G	3. 5. 5. 52 53. 52	
( Mendon	Clarkson	Hamlin	Rigs	Henrietta	Clarkson		Pittsford	Mendon	Parma	Chili	Mendon	Chili		Pittsford	Greece	Hamlin	Rush	Henrietta	KugaWheatland	. 574-A.
Honeoye Falls—Rush	Monroe—Orleans County Line	Hamlin	Buffalo, Part 5	West Henrietts-West Rush	Little Ridge, Part 5	Scottsville—Mumford	$\left. \left. \right. \right. $ Pitteford—Palmyra, Parts 1 and 2	Victor—Mendon, Part 2	Hilton Village	Spencerport—North Chili, Part 2	Rush-Mendon, Part 2	Buckbee Corners—North Chili	Pittsford Village: North, N. Main	and State Streets	West Greece—Manitou Beach	Morton—Redmond Road	Rush—Henrietta		Riga—Mumford	oute No. 20.  n State Route No. 14.  n State Route No. 14.  State Route No. 30.  Nayment refused.  At I mies; 6.99 miles cancelled and re-let as No. 574-A.  Gounty, Actual length is 2.08 miles.  Rays No. 5097 and No. 5046 on Route No. 16.  I miles.  1.09 miles constructed.
690, 692	962	419	2188, 2987	742, 743	691	411	1289, 1197. 1735, 1736.	2571.	2442, V-24	1293	2686	1293	3347, V-260.		2181, 3563	2183	88		2666, 3524	Included in State Route No. 20. 5.71 miles included in State Route Included in State Route No. 14. 6.30 mile included in State Route Accepted, but final payment refused Original contract II.41 miles; 5.69 One-half in Orleans county. Actual Built as State Highways No. 5097 a Criginal contract I.11 miles.
212	5887	633	634	648	760	764 8	766 767	810	851	1009	1187	1236	1237		1281	1282	:		1284	Inches 5.71 n Inches 6.20 n Accept Origin Once- Built- Built- Crigin Origin

#### ANNUAL REPORT OF THE

70	2				Anı	AUA	ьR	EPOI	RT OI	F TH	Œ			
	Miles approved and awaiting contract	:			:	:	:	:	3.69	:	:	2.73	89 : :	8.68
	Miles under con- struc- tion	:			i	:	2.92	7.93	:	5.27	6.33	:	22.58	22 56
	Miles com- pleted	1.63	4	0.73	2.91	1.72	:	:		:	:	:	261.01 22.56 9.98	275 90 22 56
	Miles in city or vil-	:	\$	:	$\begin{vmatrix} 1.14 \\ 0.47 \end{vmatrix}$		:						9.98	14.80
	City or village		Hon've Falla v.		E. Rochester, v. E. Rochester, v.									
luded	*Miles in town	1.53	•	0.73	0.07	1.72	1.49 1.43	8.30 8.30	1.92	0.74 4.53	1.50 4.88	0.31 2.42	292.25	202 35
MONROE COUNTY Concluded	Town	Perinton	Mendon	Irondequoit	Pittaford	Brighton	Chili	Sweden	Rush	Wheatland	Riga	Gates	Towns	Totals
MONROE	Name of bighway	Hannan Corners—Fairport	and Main Sta	Winton Road North	44-212, V-297 E. Rochester—Penfield	Ballantyne Br.—Genesee Valley Pk.	Chili—Coldwater	Sweden—Walker	Rush—Mendon, Part 1	Scottsville—Rush	$\text{ChurchvilleAdams Basin} \dots \dots \left\{$	$\mathbf{Eingrove-Ridge}$		
	IGHWATS. Petition No.	1197		13282692	44-212, V-297 1348-4318	1301	3613, 1344	2190, 2179	2709, 2686	2710	2672, 2688	603		
	County High- High- way No.	1290		1328	1337	1367	1390	1391	1392	1393	1466	1481		

			S	TATE	Co	MMI	881	101	NER OF	Hı	GHWA	YS	70
	:	0.18	:	:	:			:	:	i	:	0.18	0.18
	:	:	:	:	i		:	:	:	7.31	i	7.17	7.31
	5.78	:	1.08	6.63	3.25	0.92	2.14	3.97	90.9	:	0.14	26.48	29.95
	0.81	:	0.12	0.60 	0.50	. 88.0	9.0	:	0.40	0.14		3.61	3.61
	Soottaville, v		Scottsville, v	Scottsville, v	Brockport, v	Pittsford, v	Scottsville, v		Spencerport, v	Spencerport, v.	Brockport, v		1
	4.97	0.18	9.94	<b>0.84</b> 5.19	1.82 0.93	90.0	2.10	3.97	3.35 2.31	8. 8. 8. 69		83.83	83.83
	Wheatland	Pittsford	Wheatland	Wheatland	Clarkson	Pitteford	Wheatland	Mendon	GatesOgden	Sweden	Sweden	Towns Villages	. Totals
	Scotteville—Mumford	Fairport Extension	Garbutts Crossing	Scottsville—Chili	$\textbf{HolleyBrockport, Part } 2.\dots\dots$	Pittsford Village: Monroe and South Main Streets	Scottsville—Conswangus, Part 1	Ionia—Mendon	30 8, 9   Pet. V-1093   Lyell Avenue—Spencerport	10 Brockport—Spencerport	30 10 Brockport Village: Main St		
Sec- tion	1,3	9	64	4, 5	=	4 7-1165	1	1	8, 9 V-1093 7-1157	` <b>9</b>	10 7-1118		lagos.
STATE HICHWATS. Route No.	<b>15</b>	8	16	16	93	14 Pet. 1	15	14	30 Pet.	8	30 Pet. 1		• Exclusive of villages
STATE H	5046	2003	2004	6279	5425	5435	2207	5522	223	2539	5581		• Exc

#### ANNUAL REPORT OF THE

## MONTGOMERY COUNTY

COUNTY HIGHWATS.	LGHWATS.			1					Miles an-
High- way No.	Petition No.	Name of highway	Точп	Miles in town	City or village	Miles in city or vil-	Miles com- pleted	under con- struc- tion	proved and awaiting contract
32	88-A	Amsterdam—Minaville, Part 1	Florida	2.65		:	2.65	:	:
<b>9</b> 6	<b>88</b>	Amsterdam—Minaville, Part 2	Florida	0.64		:	<b>5</b> 9.0	:	:
107	139	Fultonville—Glen	Glen	3.66		:	3.66	:	:
108	183	Mohawk River Turnpike, Amster-							
		dam—Tribes Hill	Amsterdam	1.82	Ft. Johnson, v.	1.43	3.25	:	:
120	180	Canajoharie—Sharon Springs	Cana joharie	4.14		:	4.14	:	:
152	181	Fonda, East	Mohawk	2.50		:	2.50	:	:
1551	182	Fonda, West	Mohawk	2.50		:	2.50	:	:
158	51	Northampton	Amsterdam	0.70		:	0.70	:	:
180	209	Mohawk River Turnpike, Amster-							
		dam—Cranesville	Amsterdam	2.83		:	2.82	:	:
298	460	Amsterdam—Hagaman	Amsterdam	2.20		:	2.30	:	:
299	550	Saulwaters Corners—Youngs Cor's.	Florida	2.71		:	2.77	:	• :
300	383	DeGraaf Corners—Sherburn Corners	Florida	1.13		:	1.13	:	:
301	274	Minaville—Scotch Bush	Florida	2.34		:	2.34	:	:
302	208	Fonda—Berryville	Mohawk	5.00		:	2.00	:	:
303	380	Fonds—Tribes Hill	Mohawk	2.21		:	2.21	:	:
304	273	Sprakers—Rural Grove, Part 1	Root	2.68		:	5.66	:	:
345	379	Canajoharie—Sprout Brook	Cana joharie	4.66		:	4.66	:	:
346	381	Sprakers—Rural Grove, Part 2	Root	2.52		:	2 52	:	:
347	461	Canajoharie—Sharon Springs, Part 2	Canajoharie	2.94		:	2.8	:	:
397	378	Canajoharie—Flat Creek—Blain	Canajoharie	6.52		:	6.52	:	:
409	255	Fort Plain—Starkville	Minden	8.22		:	6.22	:	:

4103	548, 3074	548, 3074 Fort Plain — Heseville — Sprout Ganajoharie		0.91			4	1	
	8285	8285 Drook		5.51	Fort Plain, v 0.68	0.68	:	2	:
511	400, 748	400, 748 Glen—Charleston	Glen	2.30			3.81	i	:
215 <b>23</b>	918, 2964	918, 2964 Akin—Johnstown, Part 1	Amsterdam1	1.75	Ft. Johnson, v. 0.81	0.81	4.59	4.59	:
513	549	Amsterdam—Morris Corners	:	2.49		:	:	2.49	:
514	676	Snooks Corner—Amsterdam	:	2.70		:	:	:	2.70
515	794	Berryville—Sammonsville	Mobawk 1	5		:	:	1.61	:
516	985	Johnstown—Tribes Hill, Part 2	Mobawk 2	2.75		:	:	:	2.75
517 6	749, 750	Palatine Bridge—Stone Arabia		3.38		0.32	:	:	3.70
518	693, 694	East Creek—Palatine Church		:		:	:	:	:
6327	1361	Hoffman—Cranesville Amsterdam	Amsterdam	:		:	:	:	:
8648	V-1, V-26	Fultonville Village—Fonda Village			Fultonville, v. 0.62 Fonds. v. 0.28	0.62	06.90	:	:
888	V-109	Fort Plain Village				20.0	<b>3</b> .0	:	:
943	1130	Schenectady County Line—Seetch	_						
		Bush	Florids 1.38	88		:	1.38	:	:
1140	V-222, 8415.	V-222, 8415. Amsterdam City: West Main Street.	Amsterdam, c. 1.87	:	Amsterdam, c.	1.87	1.81	:	:
1 Includ	1 Included in State Route No. 6	<b>e</b>	Тоwъв 90	83	Towns. 90.92	:	88	15.11	66.96 15.11 8.83

1 Included in State Route No. 6.

9 Original contract foreited September 30, 1916.

1 Fort Hunter—Amsterdam (3.76 miles) included in State Route No. 6.
Original plans 6.46 miles.

4 Original plans 4.11 miles; 2.30 miles built as State Highway No. 5125 on Route No. 6.
Original plans 3.93 miles. Portion from Nelliston to Palatine Bridge (0.52 mile) built as State Highway No. 5123 on State Route No. 6.

8 mile as State Highways No. 5028 and No. 5109 on Route No. 6.

8 mile included in State Route No. 6.

9 Grid mile included in State Route No. 6.

9 Exclusive of villages.

	Miles	noder	or vil- com- struc-		St. Johnsville, v 0.90 3.73	Fonds, v 0.45 2.43	4.79	Nelliston, $\mathbf{v} \dots 2.08$ Palatine Br., $\mathbf{v} \dots 1.46$		4.00	2.24	20.61	4.89 4.89		4.89 25.50		-	1.16	1.69	1.94
MONTGOMERY COUNTY — Concluded			in in	Town town Cit.	St. Johnsville 2.83 St.	Mohawk 1.98 Fon	St. Johnsville 2.81	0.52	Palatine 4.25	Palatine. 0.45 Mobawk 3.55		Тоwда 20.61	Villages	Cities	Totals 20.61	MASSAU COUNTY		Oyster Bay 1.16	sed 1.69 .	Oyster Bay 1.84 North Hempstead 0.10
MONTGOMERY				Name of highway	East Creek—St. Johnsville	Fonda—Johnstown	St. Johnsville—Nelliston	12-14 Nelliston—Palatine Bridge $\left  \begin{array}{c} P \\ P \end{array} \right $	11 Palatine Bridge-Fonda, Part 1 P.	10 Palatine Bridge—Fonda, Part $2 \ldots \binom{P}{N}$	Hoffman—Cranesville					NASS		Birch Hill	Arrandale—Bay View	South Glenwood—Meeting House {
		•	Sec	tion	16, 17	_	15	12-14	11	10	-						.18.	ition No.	:	
	Saame HIGHWAYS	TILL THE THE THE THE	way Route		5028 6		5109 6	5123 6	5124* 6	5125 8	5126 6						COUNTY HIGHWAYS	Petitio 270 270	434 620.	435 621

	:	: :				· :	:	2.99	2.02
	:	: :	: :	:	:	5.24	3.00	တ္တ က က	11.11
6.28 3.28 6.02 6.02	6.43	4.74 2.88	0.97	0.61	4.41	3 :	:		49.70 0.35 50.06
		`		35.	:	: :´		0.19	1.32
				Farmingdale, v.				Lawrence, v Cedarhurst, v	\
6.98 7.09 3.22 1.72	6.15 8.28	4.74 2.88	0.97	0.26	4.41	27.5	1.32	3.38	83
Oyster Bay Hempstead Oyster Bay	Oyster Bay North Hempstead	Oyster Bay	Oyster Bay North Hempstead Hempstead.	Ovster Bav	Oyster Bay	No. Hempstead.	No. Hempstead Oyster Bay	Oyster Bay Hempstead	Towns Villages Cities Totals
Jericho Turnpike—Plainview Jerusalem Avenue—Front Street Syosset—Cold Spring Harbor	Willet—East Williston—Westbury Pond	Berry Hill, Part 1	Glen Cove	Huntington Town Line—Farmingdale, Part 2.	Plainview—Massapequa Turnpike.	Roslyn—Port Washington	$\left. \left. \right. \right. \right. \left. \left. \right. \right. \left. \left. \right. \right. \left. \left. \right. \right. \right. \left. \left. \right. \right. \left. \left. \right. \right. \right. \left. \left. \right. \right. \right. \left. \left. \left. \right. \right. \right. \left. \left. \left. \right. \right. \right. \right. \left. \left. \left. \left. \right. \right. \right. \right. \right. \left. \left. \left. \left. \right. \right. \right. \right. \right. \left. \left. \left. \left. \left. \right. \right. \right. \right. \right. \left. \left. \left. \left. \left. \left. \right. \right. \right. \right. \right. \right. \right. \left. \left. \left. \left. \left. \left. \left. \right. \right. \right. \right. \right. \right. \right. \left. \left. \left. \left. \left. \left. \left. \left. \left. \left. \right. \right. \right. \right. \right. \right. \right. \right. \right. \left. \left. \left. \left. \left. \left. \left. \left. \left. \left. \left. \left. \left.$	Green Corner—Francis Pond Sheridan Boulevard—Burnside Ave.	Part in Fulton county. Total length 3.07 miles.  140 miles included in State Route No. 35.  1.40 miles included in State Route No. 35.  1.44 miles included in State Route No. 35.  1.17 miles included in State Route No. 35.  1.17 miles included in State Route No. 35.  Exclusive of villages.
	9, 646	626 2173	969 642, 717	3471	641, 3469		688, 639, 3639	638. 3572, 3573, V-370	unty. 7 and let ag dd in Stas dd in Stas dd in Stas dd in Stas dd in Stas
622, 623 612, 613 637	615, 619, 646	626 2173.	969	3471	61, 61,	618	688, 83 3639	638. 3572 V	Part in Fulton county Items combined and le 1.40 miles included in 1.75 miles included in 1.84 miles included in 1.17 miles included in Exclusive of villages.

			NASSAU	NASSAU COUNTY — Concluded	luded					
STATE ]	STATE HIGHWAYS.						Miles		Ninger a	Miles ap-
High- way No.	Route No.	See- tion	Name of highway	Town	•Miles in town	City or village	in city or vil-	Miles com- pleted		and awaiting contract
5051	<b>8</b> 8	က	Little Neck-Old Westbury, Part 3.	North Hempstead	1.96		:	1.98	:	:
5106	35	1,4	Little Neck-Old Westbury, Parts 1	•						
5980	8	c	and 4	North Hempstead	2.46			2.46	1 67	:
2099	8 8	5,7						2.93	:	
				Uyster bay	14.2		•			
				Towns	8.92		:	7.35	1.57	
				Villages	:		:	:	:	:
				Cities	:		:	:	:	:
				Totals	8.92			7.35	1.57	:
				11		11				
			MIAC	NIAGARA COUNTY						
Count	County Highways. Petition No.	Ř.								
251	306, 2282	85	Griswold Street	Royalton	8.18		:	3.16	:	:
4751	732	:	Suspension Bridge—Lewiston	Lewiston	53 53		:	2.23	:	:
					:	Lockport, c	0 23 0			
209	1081	:	Transit, Part 3		88 88		:	<b>4</b> .68	:	:
				Pendleton	1.88		<u>:</u>			
617	1178	:	Lewiston—Dickersonville	Lewiston	<b>4</b> .89		:	<b>3</b> 6	:	:
643	1179, 1	1179, 1179-A	North Tonswands-Sanborn, Parts					;		
			1 and 2	Wheatfield		4.44	:	1	:	:::::::::::::::::::::::::::::::::::::::

900	2241	Griswold Street—Bratts Bridge	Royalton 5.98		:	8.98	:	:	
713	1179-B	North Tonawanda—Shawnee	Wheatfield 5.13		:	5.13	:	:	
729	2240	Shawnee—Cambria	Cambria 3.20	0	:	8.8	:	:	
7403	1693	Sanborn—Pukin	Lewiston	8		2.75	÷	:	
749 :	2245	Lockport—Tonawanda Creek		Lockport, c	0.35		10.30	:	
757	2239	Gasport—Hartland, Part 1	Royalton   7.23   Royalton   1.21   Hartland   1.57	•		3.78	i	:	<b>-</b> `
758 758-A	2365	Olcott—Lockport, Part 1	Newfane 8.33	180		8.93	:	:	
759	2285	Olcott—Lockport, Part 2	Lockport 2.15		:	2.15	:	:	
7718	2288	McNalls Corners—Gasport	Royalton		:	:	:	:	
773	2244	Wendelville—Lockport, Part $2$	Cambria, 0.50 Lockport 1.88	0.00		:	2.38	:	
774	2243	Wendelville—Lockport, Part 1	Pendleten. 4.63				:	4.62	
299	2416, 2664	Youngstown-Lockport, Part 2	Cambris1.59	<b>6</b> (N	: :	:	4.21	:	
800	2342, 2504,	•							
	3620	Youngstown—Lockport, Part 1	:	1 Youngstown,v.	7. 0.98	:	7.79	:	
832	2284	Mountain Ridge Read	Lockport 2.51		:	2.51	:	:	
1045	2646, 2623	Cambria—Lockport	Cambria 5.13			:	5.18	: 6	~
1084	3006, V-213.	North Tonawanda City		. IV. Tonswands.	N	:	:	2.33	

Included in State Route No. 18. Original construction, 2.42 miles. 0.20 mile rebuilt at railroad crossing as No. 5590.

1.98 miles included in State Route No. 78.

Original contract forfeited. Work being completed by Division Engineer.

Original contract cancelled. Relet as No. 758.A.

Included in State Route No. 30. Built as No. 5562.

Original contract forfeited August 23, 1915.

# NIAGARA COUNTY -- Concluded

,	710	)						A	NNU	JAL ]	REP	OR'	T C	F :	CH	E					
	Miles approved	and awaiting contract	:	:	:	:		:	:	2.49	7.11	:	2.33	9.4			:	:	:	:	:
	Miles	con- atruc- tion	:	:	:	:		:	8.00	÷	35.56	1.90	8.	37.81			:	:	i	:	:
		Miles com- pleted	0.97	<b>9</b> .0	2.77	1.49		1.27	:	:	52.98 35.56	0.41	5.83	59.22		9.41	i :	3.45	4.87	7.95	6.82
	Miles	in city or vil-	0.97	9. 8	2.77	0.41		1.27	0.92	Î Î	:	2.31	8.51	10.82		1 57	0.8	~	2.35	:	1.36
		City or village	Lockport, c	Lockport, c	N. Tonawanda.	Middleport, v		Lockport, c	Wilson, v					1	II.	LeSelle v	LaSalle, v.		N. Tonswanda.		Lewiston, v Youngstown, v.
naed		*Miles in town	:	:	:	1.08		:	1.3 <b>0</b> 5.78	2.0 4.8	95.65	:	:	95.65		0 84	0.28	2.87	2.52	1.91	2.90 1.35
NIAGAKA COUNTI — Concinded		Town				Royalton			Cambria	Lewiston	Towns	Villages	Cities	Totals	"	Niegore	Niagara	Wheatfield	Wheatfield	Niagara Lewiston	Lewiston Porter
NIAGAKA		Name of highway	Lockport City: South Transit Street	Lockport City: West Avenue	North Tonawanda City: Erie Ave	Griswold Street—County Line	Lockport City: Market Street and	Lake Avenue	Cambria—Wilson	Dickersonville—Cambria						Niegere Fella Buffelo Part 1		Niagara Falls—Buffalo, Part 2	Niagara Falls—Buffalo, Part 3	Niagara Fulls—Sanborn	Lewiston—Youngstown
	COUNTY HIGHWAYS	Petition No.	V-163	V-212	3029, V-213.	2286, 3408.	<u>~</u> ~	V-238	2545, 2646, 2366, 2664, 3619	3407				Ome and Hearth was	Dents Me Gestion	19 4	# (	18	$ \left\{ \begin{array}{cc} 18 & 1 \\ \text{Pet. V-1087} \end{array}\right\} $	` _	\ \ \ \ \ \ \ \ \ \ \ \ \ \ \ \ \ \ \
	Count	High- way No.	1085	1086	1087	11351	1153		1315	1316				į	41410	50003	3	5164	5220	5305	5306

			10	'AT	EU	ЭММ	ISSIONE)	R OF HIG	HWAY	8	711
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i	:	÷	i	:	:	: :	5.07	4.73	5.07	: :	
6.64	0.00	7.80	5.40	5.92	1.32	4. % 24. %		46.07 5.56 2.35	53.98	2.69	5.4
	0.0			:	1.03	:	0.34	2.69	8.25		
	LaSalle, v				Middleport, v		Lockport, c.				
3.49	: 6	1 8 S	1 23	5.92	0.29	4. c 24. c 24. c 25. c	2.31	50.80	20.80	0.29 2.40 2.75	5.44
Newfane	Niagara	Cambria.  Lockport.	Cambria Lewiston	Hartland	Royalton	Royalton	Lockport. Royalton	Towns Villages	Totals	Royalton	Towns
Wrights Corners—Hartland	LaSalle Bridge	Cambria—Wrights Corners	Pekin—Cambria	Hartland—Medina, Part 1	Middleport—Medina, Part 1	Gasport—MiddleportGasnort—McNalla	-05 Lockport—McNalls			Middleport—Ridge	State Route No. 30. O miles, 0.09 mile cancelled and re-let as No. 5381. eited May 31, 1916.
3,4	4	6,7	•	1,2	1-01 V-1216)	\\\\\\\\\\\\\\\\\\\\\\\\\\\\\\\\\\\\\\	1-06		ed.		in State 2.50 mile orfeited res.
8	18	8	8	ଛ	Set Se	, 8 8	8 08		Special Highways.		10.70 mile included in 2 Original contract 2.56 s Original contract forf * Exclusive of villages.
5319	5381	5416	5417	5431	5560	5561	5563 *		SPECIAL	9001	10.70 r 2 Origin 5 Origin

#### ONEIDA COUNTY

Miles ap-	Pud iii	contract	:	:	:	:				į			:	:	:	:	:	:
Miles	-gop	tion t	:	:	:	i	:	:		:		: :	:	:	:	:	i	:
	Miles N	pleted	73 73	0.87	<b>₹</b> .	1.20	2.28	8.49		8.53 53	<b>S</b>	4.	3.74	89 88	66. 70	3.88	7.10	0.00
Mile	in city	age a	2.25		0.57		3 :	<u> </u>	÷	<u> </u>	0.78	: :	1.26	:	:	:	:	•
		City or village	Utica, c	Yorkville, v	Utica, c	Shorrill A	· · · · · · · · · · · · · · · · · · ·				Sherrill, c		٠, ـ					
	* Kiles	town	:	:	. 4	8	: <b>%</b>	3.64	2.42	2. % 2. %	: 5	4	<b>9</b> . <b>6</b> 8	ಕು ಕ್ಷ	<b>5</b> .38	88. 88.	% 74 % 23	5.04
		Town		Whitestown	Now Hertford	Vernon	Vernon	New Hartford Kirkland	West Moreland	West Moreland	Flooring .	Marcy	Marey	Augusta	Augusta	Vernon	Vernon	Paris
		÷,	:		~ :: ::			1		2	_		ield{	ion	a Section		Spencer	
		Name of highway	River Road	Sauquoit Creek	Utica-Paris	Hamilton Bridge	Seneca Turnpike			Utica—Oneida Castle, Part 2.	Mohawk Rivor Road-Hovd	Mohawk River Road—Marcy	Mohawk River Road—Deerfield.	Augusta Road, Augusta Section	Augusta Road, Oriskany Falls Section	tion	Augusta Road, Lowell and Spencer ∫ Vernon	Utica -Bridgewater
COUNTY HIGHWAYS.	Defition	No. Name of highwa	9 River Road	V-51, 91 Sauquoit Creek	67 Utica—Paris	173 Hamilton Bridge	174 Seneca Turnpike	319-A, 2712. Utica—Oneida Castle, Part		319-A Utica—Oneida Castle, Part	•			319-C Augusta Road, Augusta Seci	319-C Augusta Road, Oriskany Fall	:	319-C Augusta Road, Lowell and Sections.	319-D Utica -Bridgewator

Augusta Read Lowell and Spancer [Versal Monthurs

310-03

Mohawk River-Rome..... Rome-Northwestern, Part 1..... Rome—Northwestern, Part 2..... Rome—Taberg.....

319-C....

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931 14

Waterville Village .....

V-100.....

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2886, 2887.. Deerfield Corners—Marcy Hill....

933 14

Clinton Village.....

Desasboro-New Hartford......

Moreland Sections..... Rome Roads, Augusta and

Sauquoit..... North Brookfield—Waterville.....

Augusta—Knoxboro.....

2538.....

838 839 840 877

Waterville—Deansboro.....

319-F.... 2548..... 319-F.... V-17..... 2676, 2971..

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of 72 mine included in State Noute No. 6.
Included in State Route No. 6.
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Included in State Route No. 23.
Included in State Route No. 23.
Included in State Route No. 29.
In 300 miles onetructed as County Highway on State Route No. 29.
In Items combined and let as one contract.

#### ONEIDA COUNTY — Continued

									•
County HIGHWAYS.	GHWAYS.				7.1.		Miles 1	Miles ap-	
High-			*Mile	8	mies in city	Miles	100 F	proved	
No.	Petition No.	Name of highway	in Town town	City or village	or vif- lage	com- picted	struc- tion	awaiting contract	
. 2011	V-202, 3190.	Oriskany Falls Village	Augusta	. Oriskany F'ls, v	0.23	0.25	:	:	
11111	V-220, A-B-C	Rome City		. Rome(High tax)	18.0	0.84	:	:	
1141	3180		Rome (Low tax) 0.86		رــ :	30			
121			Western 2.52		<u></u>	9	:	:	
. 144	9410	Demand	Trenton 3.29	Trenton, v	0.21	6			
1144	0414	Tremon—Tremsen:	Trenton		0.10	9	:	:::::::::::::::::::::::::::::::::::::::	
11579	0670	DLemille Bene	Verons 10.98		ـــ :		10 70		
. /011	2010	Duringing Me Nome	Rome (Low tax) 2.75		<u>`</u> ::	:	0/.01	:	
		~	Florence 1.77	2	 :				
1158	2866	2866 Thomson Corners—Taberg	Camden 0.72		 :	6.65	:	:	
			Annsville 4.16						
_	( 0010 0000		Rome (Low tax) 2.55						
1159	9109 0000	2102 octo Vienna—New London	Vienna 4.05		<u>:</u> :	:	7.76	:	
_	0160, 6010)		Verona	9					
			Western 3.96						
1355	319	North Western—Boonville, Part 1 Ava	Ava 0.85		<u>-</u> - :	:	:	6.15	
			Boonville 1.34	<b>4</b>					
1356	319, 3666	North Western-Boonville, Part 2	Boonville 5.29	9 Boonville, v	0.45	:	:	5.74	
1287	1072 9090	Domo Auto Dout 9	Rome (Low tax) 2.92		رــ :		6		
1001	1410, 4040		Lee. 1.95	2	· · ·	:	F	:	
1250	0606 9606	Dome And Dank 2	Lee 5.94	***************************************	۔۔ :		96		
1990	·· 6787 '0767	Cazo, 2829 Mome—Ave, I art o	Ava 2.32		<u>`</u> ::	:	9	:	
1382	V-356, 3683.	V-356, 3683. Rome—Ava, Part 1		. Rome(High tax)	1.05	:	:	. 1.05	

0. 34.	11.44 0.90 1.05	13.39		:	:	:	:	:	:	:	:	:	:	:	
:	34.62	34.62		:	:	:	:	:	:	:	i	:	:	:	
	122.31 3.39 6.60	132.30		1.41	0.65	1.6	1.44	1.06	1.20	7.97	16.77	0.83	7.79	12.37	
0.45	4.20	11.94		0.60 18.0	0.65	1.60	1.44	1.06	1.20	<u> </u>		8.0	0.47	0.88	
Boonville, v			•	Vernon, v Oneida Castle,v	New Hartf'd, v.	Whitesboro, v.	Clayville, v	Yorkville, v	Rome(High tax)		Forestport, v	Boonville, v	Boonville, v	Holland Pat Trenton, v	Rome city.
:	168.37	168.37		: :	:	:	:	:	:	6. 2. 8.	1.85 13.33	÷	7.32	6.76 4.66	built by
Boonville	Towns 168.37 Villagos Cities	Totals168.37		Vernon	New Hartford	Whitestown	Paris	Whitestown		Annsville.	Boonville	Boonville	Boonville	Maroy. Trenton.	, of which 0.18 mile was
North Western—Boonville, Part 3				Vernon Village    Oneida Castle Village	New Hartford Village	Whitesboro Village	Clayville Village	Yorkville Village	Rome City	Camden—Taberg, Part 2	Boonville Town Line—McKeever	Boonville Village	Alder Creek-Lewis County Line	Whitesboro—Trenton	0.21 mile included in State Route No. 29. Original plans 1.02 miles, of which 0.18 mile was built by Rome city. Corporation limits of New London not defined.  Part in Herkimer county. Total length 18.00 miles.  Exclusive of reliages.
V-360, 3732.			Sec- tion	6,8	63	7	2	=	5, 7	9, 10	6, 7	$\begin{cases} 2\\ V-1090 \end{cases}$	1,3	, 3	ed in States of North
V-360			Route No.	9	9	88	ន	88	88	88	শ্ব	27 Pet. V	22	25	0.21 mile included in Corporation limits of Part in Herkimerico Exclusive of villages
1462		į		5034	5052	2029	5079	5091	5131	5139	5248 *	5303	2307	5325	204g

#### ONEIDA COUNTY — Concluded

			Annual	R	Port	OF	TH:	₿.			
Wiles an-	proved and awaiting contract	:	: :	:	: :	:	:	:	:		
Wiles	con- struc-	•	: :	i	: :	i	i	Ė	0.70	4.69	3
	Miles com-	98. 19:	6.12	0.38	3.95	3.43	1.27	5.70	:	5.73	
	Miles in city	0.20 0.20	0.80	0.38	: :	0.48 	0.66			` : :	0.20
	City or village	Trenton, v Frospent, v Remsen, v		Utica, c		Camden, v	Bridgewater, v				Trenton, v
	* Miles in town	8.74 1.21	5.32	:	3.95 3.47	2.69 0.28	0.62 2.68	0.79	0.19	5.73	0.75 3.64
	∰ 8.0 1.0 1.0 1.0 1.0 1.0 1.0 1.0 1.0 1.0 1	Treaton. Treaton.	Remsen		Marshall Kirkland	Camden	Bridgewater	West Moreland	Whitesboro	Camden	Deerfield
	Name of highway	Trenton—Prospect—Remeen	Remsen—Boonville Town Line	Vtica City: Turner Street	Oriskany Falls—Deansboro Franklia Springs—Kirkland	11 Camden—Taberg, Part 1	West Winfield—Bridgewater	Verons—Rome	Whitesboro—Carey Corners	Camden—Oswego County Line	Poland—Trenton
	Sec- tion	4	V-1138 V-1136 V-1136	1 V-1135	`cd <del>-</del> म	11	1,2	4		13, 14 5. 6	1, 2
STATE HIGHWATS.	Route No.	32	Pet.	Pet.	<b>00 00</b>	88	ន	ଛ	23	88 88	8
STATE	High- way No.	5345	$5346 \bigg\}$ $5385 \bigg\}$	5395	5406 5442	5461	5465 1	5521	5547	5553	5559 1

Towns   Sp. 81   Towns   Sp. 81   Totals   Sp. 82   Totals   Sp. 82   Totals   Sp. 83   Totals   Sp. 83   Totals   Sp. 84   Totals   Sp. 85   Totals   Sp.	(or	Dearmeld	5.31		:	5.34	:
Totals         89.81         74.69 15.12           Villages         2.11         1.58           Totals         89.81         16.10         90.06 15.32           Totals         1.20         1.80         1.80           De Witt         0.58         0.58         0.58           Skaneateles         1.00         1.00         1.00           Fabius         0.86         0.86         1.00           Fabius         1.00         1.00         1.16           Skaneateles         1.00         1.16         1.16           Skaneateles         1.00         1.16         1.16           Skaneateles         1.00         1.16         1.16           Skaneateles         1.00         1.00         1.00           Fabius         1.00         1.16         1.16           Skaneateles         1.00         1.00         1.00           Geddes         1.13         1.13         1.13           Pompey         1.21         1.06         1.06	Utica City: Oneida Street				0.53		0.53
Totals         89.81         16.10         90.06         15.32           DAGA COUNTY         1.20         1.90           Onondaga         1.20         1.90           De Witt.         0.58         0.58           Skaneateles         1.00         1.00           Fabius.         2.00         2.00           Marcellus.         1.00         2.00           Fabius.         0.86         0.86           La Fayette.         1.00         1.06           Fabius.         1.16         1.16           Skaneateles.         1.00         1.13           Pompey.         1.21         1.21           Onondaga.         1.06         1.06		Towns 89 Villages Cities			3.99		0.53
DAGA COUNTY           Onondaga.         1.20         1.20           De Witt.         0.58         0.58           Skanesteles.         1.00         1.00           Fabius.         2.00         2.00           Marcellus.         1.00         1.00           Fabius.         0.86         0.86           La Fayette.         1.00         1.16           Skanesteles.         1.00         1.16           Skanesteles.         1.16         1.16           Skanesteles.         1.00         1.13           Pompey.         1.21         1.21           Onondags.         1.06         1.06		Totals 86	:   <b>=</b>	F (	6.10	90.06 15.32	0.53
Onondaga.       1.20       1.20         De Witt.       0.58       0.58         Skaneateles.       1.00       1.00         Fabius.       2.00       2.00         Marcellus.       1.00       98         I. A Fayette.       1.00       1.00         Fabius.       1.16       1.16         Skaneateles.       1.00       1.00         Geddes.       1.13       1.13         Pompey.       1.21       1.21         Onondags.       1.06       1.06	NO	ONDAGA COUNTY					
Skaneateles       1.00         Fabius       2.00         Marcellus       1.00         Fabius       0.86         La Fayette       0.86         I 1.00       1.00         Fabius       1.16         Skaneateles       1.00         Geddes       1.13         Pompey       1.21         Onondags       1.06         1.06       1.06	Cortland StreetJames Street	Onondaga De Witt			: :		: :
Fabius       2.00         Marcellus       1.00         Fabius       0.86       0.86         La Fayette       1.00       1.00         Fabius       1.16       1.16         Skanesteles       1.00       1.13         Pompey       1.21       1.21         Onondags       1.06       1.06	West Lake	Skanesteles			:		:
Marcellus       1.00         Fabius       0.86         La Fayette       1.00         Fabius       1.16         Skanesteles       1.00         Geddes       1.13         Pompey       1.21         Onondags       1.06	Fabius—Apulia, Part 1	Fabius			:		:
Fabrius       0.80       0.80         La Fayette       1.00       1.16         Fabrius       1.16       1.16         Skancateles       1.00       1.00         Geddes       1.13       1.13         Pompey       1.21       1.21         Onondags       1.06       1.06	Marcellus—Marietta	Marcellus	: 8:8		. :		:
Fabius       1.16         Skanesteles       1.00         Geddes       1.13         Pompey       1.21         Onondaga       1.06	Fablus—Apulla, Fart Z La Fayette	Fabius	: : 88		: :		
Skanesteles.       1.00       1.00         Geddes.       1.13       1.13         Pompey.       1.21       1.21         Onondags.       1.06       1.06	Fabius—Apulia, Part 3	Fabius			:		:
Geddes.       1.13         Pompey.       1.21         Onondaga.       1.06		Skaneateles			:		:
Pompey 1.21 1.21 Onondaga 1.06	247 Genessee Turnpike				:		:
Onondaga 1.06 1.06		Pompey	.21		:	-	:
	437 South Salina Street	Onondaga	: 86:		:		:

# ONONDAGA COUNTY — Continued

•					Д	.NI	N U.	AL	Ł	Œ	PORT	r (	æ	T	HE	;					
	Miles approved and awaiting contract	:	:	:	:	:	:	:	:	:	:	:	:	:	:		:	:	:	:	:
	Miles under con- struc- tion	:	:	:	:	:	:	:	:	:	:	:	:	:	:		:	:	:	:	:
	Miles com- pleted	0.80	1.00	1.00	1.31	2.33	2.44	1.90	2.83	1.72	2.50	3.53	3.37	3.06	2.04	77	¥ . ¥	2.33	4.91	77.7	3.22
	Miles in city or vil-	:	:	:	:	:	:	•:	:	:		:	:	:	:	 ::	· ::	:	į	:	:
	City or village							• • • • • • • • • • • • • • • • • • • •													
	* Miles in town	0.89	1.00	1.00	1.31	2.32	2.44	1.90	2.83	1.72	1.32	3.53	3.37	3.66	2.02	3.65	0.79	2.33	4.91	0.04 2.04 2.04	3.22
	Точв	Onondaga	Skaneateles	Skaneateles	Marcellus	Camillus	Tully	De Witt	De Witt	Elbridge	Skaneateles	Cicero	Skaneateles	Elbridge	Camillus	Tully	Fabius	De Witt	Fabius	De Witt	Manlius
	Name of highway	Cemetery	West Lake, Part 2	East Lake, Part 2	Valley Road—Marcellus	Valley Road—Camillus	Skaneateles—Hamilton, Part 1	Collamer	Thompson	Jordan Valley, Part 1	Skaneateles—Spafford	Cicero-South Bay	Skaneateles—West Lake, Pta. 3, 4, 5.	Elbridge	Belle Isle	Tully-Apulia	Tully—Onondaga Castle. Pt. 2	Fly		East Syracuse—Chittenango	Manlius—Chittenango
COUNTY HIGHWAYS.	Petition No.	456	581, 710, 802	583	520	521	448	701	79, 762	582, 707	703, 711	705	802, 1147	708, 1145	709.	799 800 801		784	797, 798, 1123,1126	1254, 1259,	786
OUNTY ]	E. S. S. S. S. S. S. S. S. S. S. S. S. S.	291	292	293	328	323	99 99	348	420	430	431	452	486	487 1	<b>488</b>	480	2	553	554	5553	220

:	:	:		:		:	:			:		1.14	:		:		:	:	:	
i	:	:		:		:	i			:		:	:		:		:	:	i	
6.19	:	1.78		5.97		3.42	4.31		7 20	3		:	:	9	 	76 7	F .	0.19	7.68	
÷	i	:	<u> </u>	~ :	:	0.66	0.58	0.58	:	:	:	:	:	0.91	1.38	رـــ :	<u>.</u>	0.19	1.37	
						Liverpool, v	Baldwinsville, v	Syracuse, c						Eastwood, v	E. Syracuse, v			Elbridge, v	Marcellus, v	
6.19	i	1.78	3.99	1.33	0.65	2.76	3.73	:	1.29	3.14	2.19	1.14	:	0.14	:	2.51	1.73	:	6.31	
Otisco	Camillus	Elbridge	Pompey	La Fayette	De Witt	Salina	Lysander		Salina	De Witt	Manlius	De Witt	Cicero	De Witt	De Witt	Elbridge	Camillus	Elbridge	Marcellus	
557 (702, 760, 8 Vesper—South Onondaga, Part 1 Otisco	Genesee Turnpike-Camillus	Jordan-Cross Lake		Pompey—Jamesville		Cold Spring—Liverpool	Baldwinsville—Cold Spring		Syracilae-Bridgenort Part 1	Comment of the second of the s		Syracuse—Bridgeport	Cicero—Brewerton	Eastwood Village	East Syracuse Village	Skenesteles Camillia	Sealicavitos Communo	Elbridge Village: South Street	Marietta—Marcellus	,
(702, 760, (1124, 1262-A	1251-C, 1139	2429	(1254-D,	1263-A,	2235	745, 1150, 3121.	V-158, 1332, 2989		(734, 1140,	1254, 2234		1254, 3495	1252	0 1 2 1 10	, -40, v-40	1151 1951 9431	1101, 1601, 4101	V-137	520, 761,	`. 
557	558 3	3		099		029	671		672			672-A	6733	900	088	202	100	196	971	

12.09 miles included in State Route No. 6 and 1.57 miles in State Route No. 20.
5.0.55 mile included in State Route No. 6.
5.0.55 mile included in State Route No. 6.
5.0.75 miles Built as State Highways on Route No. 6.
5.0.75 miles; 0.38 miles to grade crossing omitted from construction, of which 0.20 mile was included in No. 672-A.
5.Constructed as State Highway No. 5249 on Route No. 33.
5.Exclusive of villages.

# ONONDAGA COUNTY — Continued

			:		:	:	:	:	:	:	:	:	:	:						:	:			:
Miles under	con- struc- tion		:		:	:	:	:	:	:	:	:	:	3.06		7.28		5	1.31	:	:	2.40		5.55
	Miles com- pleted	•	11.11		0.49	<b>6</b> .07	4.24	1.31	1.02	3.12	0.32	1.68	8.	:		:			:	0.78	0.27			
Miles	or of siles	0.48	:	:	0.49	:	0.33	1.31	6.7 0	:	:	0.41	:	:	0.90	86.0	1.19	1.24	0.38	92.0	0.27	0.14	0.71	
9	City or village	Baldwinsville, v			Camillus, v		Skaneateles, v	Fabius, v	E. Syracuse, v			Tully, v	• • • • • • • • • • • • • • • • • • • •		Fayetteville, v	Minoa, v	Manlius, v	Eastwood, v	E. Syracuse, v	Syracuse, c	Syracuse, c	Solvay, v	Syracuse, c	
	in town	2.27	7.63	0.73	:	6.07	3.91	:	0.23	3.12	0.32	1.21	1.99	3.08	:	1.39	2.76	0.29	:	:	:	1.55	:	4.01 1.54
	Town	Lysander	Clay	Cirero	Camillus	Spafford	Skaneateles	Fabius	De Witt	Skaneateles	Onondaga	Tully	Otisco	Cicero	Manlius	Manlius	Manlius	De Witt	De Witt			Geddes		Onondaga
	Name of highway		Baldwinsville—Cioero	_	Camillus Village	Skaneateles-Borodino-Marietta	Skaneateles—Camillus, Part 1	Fabius Village	East Syracuse Village: Hartwell Ave.	Niles-Mandans	Onondaga Valley	Vesper—Tully	Amber Hamlet	Syracuse—Bridgeport, Part 2		Minos-Manlius Center-Manlius		Eastwood Vil.: Burnet & Midler Avs.	2,V-186 E. Syracuse Vil.: W. Manlius St	Syracuse City: Englewood Avenue	Syracuse City: Court Street	Solvav—State Fair—Syracuse		Syracuse—Otisco, Part 1
County Highwats.	Petition No.			( 1253, 1208 )	V-147	915, 1265, 1631.	V-177, 1148.	V-40.	V-148, 3169.	3185	1756	2435, V-198.	1262, 1331	3173	( 1204 190 2140 )	, 2010, 00, 0100,	( 01/4, V-1/4 )	∫ 701, 3169, 3171,	V-819,3172,V-186	V-235, 3416.	V-275	3332		$\left\{\begin{array}{cc} 1261, \ 3665, \\ 704, 1127. \end{array}\right\}$
Countr	High- way No.		1039				1042									1073		1027	# JOI	1145	1209	1353		1354

		STA	ATE CO	MMI	Beioi	ER	OE :	HIGI	IWAYS		32
0.23	1.36	1. <b>8</b>	:	:	:	:	:	:	:	:	
:	14.60 4.84 0.71	90.15	:	:	i	:	:	į	:	÷	
:	8.90 4.84 1.61 0.71	149.90 90.15	3.09	8.00 \$4.00	5.03	<b>4</b> .8	10.49	1.20	6.87	0.60	
:	13.74	16.06		1.75	0.24	` :	1.05	98.0	8 : : :	0.46	
				Elbridge, v	Camillus, v		Liverpool, v	Camillus, v	Syracuse, c	Solway, v	
0.23	47.65	147.66	3.09	1.97	1.78 3.01	4.8	6.52 2.92	0.85	2.30	0.23	•
Onondaga	Towns147.65 Villages Cities	Totals 147.66	Camillus	Elbridge	Elbridge	Cicero	Clay	Camillus	Onondaga Lafayette Indian Reservation.	Geddes	A. and re-let as No. 5318-A
East Onondaga: Sensoa Street			Camillus—Fairmount, Part 2	$\left. rac{1}{11}  ight\}$ Elbridge—Camillus, Part $1$	10 Elbridge—Camillus, Part 2	Cicero-Brewerton	Phoenix—Syracuse	$\left\{ 8,9 \right\}$ Camillus—Fairmount, Part $1$	Syracuse—Lafayette	$\binom{5}{162}$ Solvay Village: Genesee Street	mitted from construction and re-let as No. 5274-A. 20 miles; 0.14 mile at grade crossing cancelled and re-let as No. 5318-A. ss.
			tion 7	= =	10	89	1, 2		2, 4, 5		y omitta t 120 1 lages.
1756		NA VANED	Route No.	පි ක	æ	æ	- 34	, 6 Pet. V-1	10	6 Pet. V-1	10.18 mile in Clay or 20 riginal contract 1 4 Exclusive of village
1359		State House, vs.	5016	2080	5143	5249	5274 5274-A	5318 5818-A	5365	9889	10.18 1 2 ( ) rigil 4 Excl

	Miles ap-	and awaiting contract		:		:		:		:		:			:	:	:		:	
	Miles	con- struc- tion		:		:	13			5.12		3.94	1 78	2	17.44	1.74	0.37		42.63 19.55	
		Miles com- pleted		6.70		0.70		:		:		:			37.82 1	3.85	96.0		42.63	
	Miles	in city or vil- lage	:	:	-:	0.70	- ::	0.71	0.37	:	:	:	1	3	:	5.59	1.33		6.92	
pe		City or village				Syracuse, c		Tully, v	Syracuse, c				Tondon w 1 03	· · · · · · · · · · · · · · · · · · ·		62.29	•	•	6.92	и
nclude		*Miles in town	2.70	1.42	2.58	:	2.89	5.13	:	3.80 8.80	0.95	3.94	0 73		55.26	:	:		55.28	
ONONDAGA COUNTY — Concluded		Town	Salina	Clay	Cicero		Lafayette	Tully		DeWitt	(Manlius	Manlius	Elbridge		Towns 55.26	Villages	Cities	•	Totals	
ONONDAG		Name of highway		1, 2 Syracuse—Cicero		Syracuse City: Park Street	7 9 1 26.::245	Lanay gend— 1 umy		Syracuse—Fayetteville		Fayetteville—Chittenango, Part 1	Weedsmort Inden Part 9	Woodpur Johnsh, Law 6						
		tion		1,2		က	1	0,		3, 4		1	3, 4	. <b>V</b>						
	STATE HIGHWAYS.	Rou <b>ts</b> No.		æ		<b>*</b>	5	2		9		9	ଛ	Pet.						
	STATE H	High- way No.		5470		5477	EFTE	0100		5587		5625	KR20)	3						

			5.62
ONTARIO COUNTY			Seneca 5.62
INO			90. Geneva—Canandaigus, Part 1 Seneca 5.62 301. Bristol 1.72
	County HIGHWAYS.	Petton No.	301
	COUNTY		1461

1001	200		East Bloomfield	4.10	4.10 E. Bloomfield, v 0.35	0.35	60 7		
		Dristol valley		0.38		<u>`</u> :::	8.8	:	:
189	336	East Side Lake, Part 2	Canandaigua	1.28		:	1.29	:	:
190	331	East Side Lake, Part 1	Gorham	2.37		:	2.37	:	:
161	228	Honeoye—Hemlock	Richmond	4.55		:	4.55	:	:
208	328	Gorham—Stanley, Part 1		2.18		:	2.18	÷	:
<b>304</b>	335	Naples—Atlanta	Naples	0.59		:	0.59	:	:
206	337	Naples—Woodville		2.30			2.58	:	:
		•	:::	0.19 0.18		·			
<b>50</b> 8	329	Reeds Corners	Gorham	2.08		` : :	2.67	:	:
2071	330	Geneva—Canandaigua, Part 2	:	5.98			6.21	:	:
333 •	426	Geneva—Canandaigua, Part 3	Geneva	1.09		<u>:</u> :	1.00	:	:
334.1	428	Lyons—Geneva	Geneva	1.37		 : :	1.69	:	:
335	427	Victor-Mendon, Part 1		5.20		:	5.20	:	:
3964	227	Bristol Valley, Part 2.	Bristol	89.9		:	:	:	9.08
<b>404</b>	227	Bristol Valley, Part 3	South Bristol	2.00		:	:	:	2.00
484	966, 1138	Canandaigus—Victor	Canandaigua	3.41			6.79	:	:
485		West Bloomfield—Honeoye Falls		3.76		<u>:</u>	3.76	:	:

Included in State Route No. 6.

1.77 miles included in State Route No. 6 and 3.56 miles in Route No. 14.

2.17 miles included in State Route No. 14.

2.04 miles included in State Route No. 14.

2.04 miles included in State Route No. 14.

2.05 mile included in State Route No. 6.

2.04 miles included in State Route No. 6.

2.04 miles included in State Route No. 6.

2.04 miles included in State Route No. 6.

3.45 miles included in State Route No. 6.

4. Exclusive of villages.

## ONTARIO COUNTY — Continued

Miles approved and awaiting contract	:	:	:	:	:	:		:		:	:		:	:		:			:		:		
Miles Mi con- rtruc- av		:	:	:	:	:	:	:		:	:		:	:		8.83 :			:		3.95		
Miles of com-	10	·	_	•	5.12	•	7. 2	9. 9.	9		1.89		1.23			œ :			1.38		:		
Miles in city or vil-	:	:	:	:	:	:	:	0.56	0.82	0.58	:		1.83	1.53		 :			1.38		0. <b>4</b> €	0.8 8	
City or village			•					Rushville, v	Clifton Spgs., v.	Clifton Spgs., v.			Victor, v	Phelps, v					Manchester, v		Shortsville, v	Manchester, v	
*Miles in town	4.35	2.21	5.9	3.16	5.12	1.02	<b>4</b> .0	5.50	:	:	1.89		:	:	1.45	6.21	0.97		:	1.84		0.74	
Town	Manchester	Phelpe	Seneca	Seneca	Farmington	Geneva	Canandaigua	Gorham	Manchester	Phelps	Seneca		Vietor	Phelps	Canandaigna	Hopewell	Phelps		Manahester	Hopewell	Manohester	Manchester	
Name of highway	Manchester—Clifton Springs	Phelps—Clifton Springs	Geneva—Halls Corners	Stanley—Geneva	Manchester-Victor	Geneva	Cheshire—McJannetts Hill	Rushville—Gorham	Clifton Springs Village: Kendall and Manchester	East Main Streets Phelps	Gorham—Stanley, Part 2	Victor Village: Cedar, W. Main and	E. Main Sts	Phelps Village: Main Street		Canandaigua—Orleans		Manchester Village: State, Clifton	and North Streets	•	Chapin—Palmyra, Part 1		
Countr Highwars.  High- Petiton No. No.	1018	981	1036	1036-A	1017	1135	1040	1041, 3467	V-266, 3030.		2705	V-265		V-308		2422, 2553, 1037		3081			2553, 1038		
Count High-	209	808	6351	939	637	6381	639	883	1139		1196	1276		1277		1278		185			1415		

		STA?	гюС	OMM	ers <b>se</b> (	IV.	<b>38</b> O	p ł	1 IGH	WAYS	
99 : : 06 : :	88.68						:	:	:	:	:
1.37	2.58		: :	į	: :	:	:	:	:	:	:
88.12 11.21 6.43 1.37	94.55 12.58		1.19 2.40	5.28	7.37	0.91	1.74	3.72	1.30	5.87	8.8
-	, 11							<b>573</b>			
7.80	88		1.19	0.59		0.91	1.74	:	0.8	0.77	
Tewns 108.01			Canandaigus, v. 1.19			_	Naples, v		Geneva, c	E. Bloomfield, v. 0.77	
108.01	108.01		2.40	1.77			i	3.72	0.45	3.03	3.78
Tewns108.01 Villages	Totals 108.01		Canandaigua West Bloomfield	West Bloomfield			Naples	Phelps	Geneva	West Bloomfield East Bloomfield	East Bloomfield
			Canandaigua Village	11 Lima—East Bloomfield, Part 3	8-10 Geneva—Lyons, Part 2	Canandaigua Village: West Avenue.	$\left. rac{3}{2000}  ight\}$ Naples Village: Main Street	2 Phelps—Junius, Part 1	$\left\{ egin{aligned} & 2 \\ 166 \end{aligned}  ight\}$ Geneva City: Hamilton Street $\left\{ \left. \left\{                  $	11 Ionia—Holcomb	8 Holcomb—Canandaigua
		Section	9 21	10, 11	8-10 1	~	3 -1000	`ca '	2 -1166	10, 11	∞
				9	12 22	9	14 Pet. V-10	6-A	6 Pet. V-11	14 10,	9
		State Highways Route No.	5015 5041	5081	5 <b>252</b> 5323 <b>3</b>	5386	2032	5437	5473	5511 4	5576

<sup>1</sup> Included in State Route No. 12.

• Part in Ystee county. Total length 8.15 miles

• Coriginal contract forfeited August 2, 1916. Completed by Division Engineer.

• Exclusive of villages.

## ONTARIO COUNTY — Concluded

Miles approved and awaiting contract	:	:			:						:		:		:	:	:	:
Miles under con- struc- tion	2.26	. :	1 %		:	8	8.8				:		:		:	:	:	:
Miles com- pleted	:	0.82	8	5.56	1.67	91	97.70				11.00		7.55		4.22	9.25	1.52	<u>2</u> .
Miles in city or vil-	:	0.83	}	. 55 . 56	1.67	3	3						:	Ě		:	0.87	:
City or village		Geneva, c															Harriman, v	
*Miles in town	2.26	÷	8	3	:	8	02.20			8	2 28	1.79	13.	3.6	6.70 0.46	6.41	6.68 189	1.8
*	Naples		Ē		Cities		Totals	ORANGE COUNTY		New Window	Cornwall	Woodbury	Newburgh	Montgomery	Warwick.	Crawford	Monroe	Montgomery
Name of highway	Cohocton—Naples, Part 2	$\left. rac{1}{V-1201}  ight\}$ Geneva City: Lake Street						ORA			Newburgh—Woodbury		Cochecton Turnpike, Part 2		GoshemFlorids	Middletown—Pine Bush, Part 1	Turners-Monroe	Walden—Beotts Corners
	Cohoctor	Geneva			•						Newbu				Goshen	Middle	Turner	W alde
Sec- tion	1 Cohoctor	V-1201 Geneva							тв.	tion No.	:		:		:	:	:	
Route Sec- No. tion		$\begin{cases} 6 & 1 \\ \text{Pet. V-1201} \end{cases}$ Geneva			•				COUNTY HIGHWATS.	Petition No.							:	

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	7.95	!	4.45		5.78		0.11	2.29	1.21	5	10.4		13.38			11 40	7.1		200	0.10	3.48	3.40	30	9	8.61
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1.42	5.10	1.43	4.45	.53	0.32	3.91	0.11	8.3	-	1.65	-	0.71	8.21	4.46	1.10	6.70	2.96	0.73	0.49	2.61	3.48	3.49	8	6.21	8.61
Montgomery	burg	:		<b>8</b> 1									or	urg		Grove		80r				<b>e</b> l	la		:::::
Montgon	Hamptonburg	Goshen	Warwick	Wawayanda.	Wallkill	Goshen	Goshen	Newburgh.	Wallkill .	Woodbury.	Monroe	Newburgh.	New Windsor.	Hamptonburg.	Chester	Blooming Grove.	Cornwall	New Windsor.	Chester	Goshen.	Woodbury	Wawayanda.	<b>∀</b> Wawayanda	Minisink.	Newburgh.
Montgom	Montgomery—Goshen Hampton	_	Florida—Warwick		Middletown—Goshen Wallkill	Goshen	Middletown—Goshen Goshen	Cochecton Turnpike, Part 1 Newburgh	Middletown-Pine Bush, Part 2 Wallkill	Control Volley Throng	 :: ::::::	Newburgh.	Newburgh—Campbell Hall New Winds	Hamptonb	Chester	Chester Veile Cate		New Wind	Charter Carbar	:	Woodbury—Central Valley Woodbury	Middletown—Slate Hill Wawayand	Slete Hill_IIInionnille	:	Newburgh-Shawangunk Newburgh
Montgon	:	:			~		. Middletown—Goshen	. Cochecton Turnpike, Part 1	:	Control Volloy—Turnord	Cellular valley — I miles b		~		Chester			New Wind	)	Cutaval Cosum	. · · · · · · · · · · · · · · · · · · ·	Middletown—Slate Hill	Clate Hill IInionnille	· State Lim — Omon vince	

11.04 miles included in State Route No. 3.
Tolchuded in State Route No. 4.
Original plana, 4.67 miles. Reduced to 4.45 miles by relocation of portions.
1.13 miles included in State Route No. 4.
1.13 miles included in State Route No. 4.
1.24 miles included in State Route No. 4.

© 4.7 mile included in State Route No. 4.

Exclusive of villages.

Continued	
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COUNTY	
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	Miles ap-	and awaiting contract	:	:	:	:	:	:	•	:	:	•	:	:	• • • • • • • • • • • • • • • • • • • •
		struc- tion	i	:	:	i	i	i	:	:	:	i	:	i	3.64
		Miles com- pleted	:	7.13	<b>11.4</b>	4.40	4.80	1.00	6.57	:	5.74	<b>8</b> .27	5.54	3.01	#2 75 : 80 :80 :
	Miles	or village		Î.				~ :::	$\bigcap$			$\widehat{\vdots}$	Ĩ.		
		City or village													
red red	5	town to	: :	3.40 3.73	3.00	25. 25. 28. 28.	2.73 2.07	9.68 0.45	3.07	: :	5.74	<del>2</del> 28	80 -1 80 80 80 80	1. 1. 8. 33	5.89 8.86 8.64
OKANGE COUNTY — Continued		Town	Highland	Greenville	Greenville	Wallkill	Mt. Hope	Mt. Hope	Montgomery	Highland.	Deer Park	Woodbury	Montgomery	New Windsor	Tuxedo Warwick Door Park
OKANGE C		Name of highway	West Point—Central Valley	Greenville—Slate Hill	Greenville—Port Jervis	Middletown—Cuddebackville, Pt. 1.	Middletown—Cuddebackville, Pt. 2.	Middletown—Cuddebackville, Pt. 2.	Walden—Piae Bush	West Point—Cornwall	Port Jervis-Sullivan Co. Line, Pt. 1.	Highland Milla-Monroe	Scotts Corners—Burnside	Newburgh—Cornwall	Rockland County Line—Tuxedo Warwick—Greenwood Lake Port Jervis—Sullivan Co. Line, Ft. 2.
	County Highways.	Petition No.	288, 290	19, 263	19, 263	280, 262	260	260	234	289, 757	660, 999	155, 664	729	147	661 275
	County	High. No.	781₁	282	83	312	313 2	313-A	383	411	4124	413	414	4156	416 • 447 448

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3.17	:	9.18			•		:			:	:		:	:		3.70	3.70 3.70 19.69
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												• • • • • • • • • • • • • • • • • • • •				Goshen, v	fo. 4 and built as M
1.94	:	7.03	0.80	9.0	2 62	2.72	1.85	<b>8</b> .0	2.92	4.59	2.3	79.0	0.17	88		:	206.49 206.49 206.49 Boute N
Hamptonburg	Highland	Wallkill	Minisink	Wawayanda	Warwick	Gosben	Wawayanda	Wallkill	Montgomery	Crawford	Chester	blooming Grove	Highland	Monroe		Goshen	Towns
Burnside—Washingtonville	West Point-Central Valley, Part 2.	Middletown—Montgomery	Unionville-New Jersey Line	New Hampton—Denton	Greenwood Lake—Tuxedo Lake Pt. 1	_	Goshen—Middletown		Montromerv—Bullville		Monroe—Chester		Highland Lake-Fort Mentgomery.	Turner	Goshen Village: S. Church, W. Main,	Main Streets and Greenwich Ave.	Built as part of State Highway No. 5328 on Route No. 4.  **Original contract awarded but injunction prevented construction.**  **Original contract awarded but injunction prevented construction.**  **Loginal contract awarded but injunction prevented construction.**  **Loginal contract awarded but injunction prevented construction.**  **Loginal contract awarded but injunction prevented construction.**  **Loginal contract awarded but injunction prevented construction.**  **Loginal contract awarded but injunction prevented contract awarded but injunction his state Route No. 4.  **Loginal plans 5.58 miles.**  **Loginal plans 2.04 miles.**  **Loginal plans 2.04 miles.**  **Loginal plans 2.04 miles.**  **Loginal contract contract contract No. 39-B.**  **Exclusive of villages.**  **Exclusive of villages.**  **Towns.**
729	757	1019	(1155	983	807	J	293		663		20-A, 2247		168	1021, 1154	V-229		Built as part of State Highway No. 5328 on or Duignal plants. IS miles. Portions at railros of Original contract avarded but injunctic cluded in State Route No. 3 and built as No. 2-33 miles included in State Route No. 3-4. 2.63 miles included in State Route No. 3-8. 2.63 miles included in State Route No. 3-8. It is notified at State Built No. 39-8. The internal state Route No. 39-8. It is not not State Highway No. 5328 on Original plans 5.53 miles. Cerlar Hill Calles Fettion No. 753 built as part of State Highway No. 5328 on Original plans 2.04 miles. Included in State Route No. 4. In Part not on approved County System. On Original plans 2.04 miles. Included in State Route No. 39-8. In Original contract forfeited May 1, 1916.
449	498 7	499		5008	3		501		929	;	9009		605 11	739 13	1329 13		1 Built as Corigina Corigina Corigina Corigina Corigina Corigina Core Corigina Corig

			ORANGE	ORANGE COUNTY — Continued	ned					į
STATE H	TATE HIGHWAYS.								Miles	Miles ap-
High- way No.	Route No.	Ye.	Name of highway	Town to	*Miles in town	City or village	in city or vil-	Miles com- pleted		and awaiting contract
2002	က	. 16	Newburgh—Cedar Hill Cemetery	Newburgh	3.28		:	3.28	:	:
5144	4	17	Monroe—Oxford	MonroeBlooming Grove	0.48 1.65	Monroe, v	<b>8</b> : :	3.31	i	:
51761	က	7	Marlboro—County Line		1.10		:	1.10	:	:
5210 5210-A	4	17	Middletown—Bloomingburg	Wallkill	8.78		:	6.78	:	<b>:</b>
5210-B J 5297	4	œ	Oxford—Chester	Blooming Grove	0.76	Chester, v	1.11	3.94	i	:
5328 *	4 4	- 8	West Point—Central Valley			Highland Falls.	0.0	4.93	6.27	:
5328-A 4	4	-	West Point—Central Valley		0.00		i	0.0	:	:
5480	က	0	Highland Lake—Fort Montgomery.	:			: 8	1.87	: 8	:
0488	9	0	Cornwall—west Folis, Part 1	Cornwall	04.1	Cornwall, v	3. 5.	:	1.27	:
. 5572	က	6.7	Cornwall—West Point, Part 2		0.97		: :	:	2.76	:
55734	က	10	Cornwall—West Point, Part 3	: :	1.17			:	1.17	:
5591	က	10	Newburg—Cornwall	New Windsor Cornwall	0.19		<u></u>	0.38	i	:
				Towns 34	34.30		: 6	22.92		
				Cities	: :		8 :	9 · 0 · 0	3 :	: :
				Totals 3	34.30		3.8	26.40 11.47	11.47	

#### **ORLEANS**[COUNTY

COUNTY HIGHWAYS.

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	:	:	:	:	:	:	i	:	:	:	÷	:	:	2.87	
	3.47	5.80	3.42	3.07	2.80	4.54	3.34	3.61	3.24	5.40	2.71		4.63		
	:	:	:	:	:	÷		•	:	:	<u> </u>		<u>:</u> :		
	3.47	5.80	3.42	3.07	2.80	4.54	1.55 22.1	3.61	3.24	5.40	2.75 0.02	1.56	<b>4</b> .63	2.87	
	Gaines	Carlton	Kendall	Shelby	Shelby	Clarendon	AlbionBarre	Gainee	Carlton	Shelby	KendallMurray	Albion	Barre	Murray	
	Five Corners—Kuckville, Part 1	Five Corners—Kuckville, Part 2	Kendalls Corners	Maple Ridge, Part 1	Maple Ridge, Part 2	Clarendon—Holley	Oak Orchard, Part 1	Oak Orchard, Part 2	Oak Orchard, Part 3	Medina—Alabama	County Line	Albion—Eagle Harbor Quarry	Barre Center—West Barre	Fancher—Brockville	Potel langth 9 18 miles 1 08 miles in Illator county
Petition No.	599	601	594	598	598	596	593	900	602	597	595	964	965	960, 3336	longth 9 18 miles
	386	387	<b>88</b>	380	330	391	392	393	394	395	398	5787	679	280	Potel

Original contract 11.20 miles; 2.01 miles in Highland and 4.26 1 Total length 2.18 miles. 1.08 miles in Ulster county.
10.06 mile amorelled; 0.48 mile as No. 5210-B.
10.06 mile amorelled; 0.48 mile re-let as No. 5220-A and 0.18 mile as No. 5228-A. Original contract 11.20 miles; 2.01 miles in Highland miles in Woodbury cancelled and re-let as No. 5238-B.
10.08 miles in Woodbury cancelled and re-let as No. 5238-B.
10.08 miles in Woodbury cancelled and re-let as No. 5238-B.
10.08 miles in Woodbury cancelled and re-let as No. 5238-B.
10.08 miles in Woodbury cancelled and re-let as No. 538-B.
10.08 miles in Highway No. 5409. Petition No. 963 (1.18 miles) built as State Highway No. 5422. Petition No. 964 (2.49 miles); 0.93 mile built as State Highway No. 5422.

Vilm en	proved and awaiting contract	:	:	:	1.58	4.82	:	7.96	:	:	7.96			:	:	:	:	:
Miles	under con- struc- tion	7.48	:	:	:	: :	1.32	9.34	2.31	:	11.65			:	:	:	÷	i
	Miles com- pleted		2.46	1.04	: 6	⊋ :		36.45	0.00	:	51.39			2.48	22	<b>3</b> . <b>6</b> 2	2.40	3.43
	Miles in city or vil- lage	<b>6</b> .0	:	:	: 6	2 : 2 :	$ \begin{array}{c} 1.17 \\ 0.15 \end{array} $		3.21	:	3.21			:	:	2.24	1.28	
	City or village	Lyndonville, v.				Medina, v	Albion, v									Medins, v	Holley, v	
ded	•Miles in town	8. 83 4.	2.46	<b>1</b> .8	 83. 63	. <b>.</b>	: :	2.70	:	:	67.79			2. \$	7. 7.	0.21	1.12	2.91 0.52
ORLEANS COUNTY — Concluded	Точи	Yates	Murray	Murey	Kendall	Barte	Albion	Towns	:	Cities	Totals			Murray	Murray	Ridgway	Murray	Murtay
ORLEANS C	Name of highway	Yates-Lyndonville-Ridgeway	Holley-Ridge Road	Monroe-Orleans County Line	Auget	Maple Kidge, Fart 5	Albion Village: Main Street							Albion St.—Holley	Holley-Albion, Part 2,	$\begin{cases} 30 & 11 \\ \text{Pet. V-1104} \end{cases} \text{Medina Village}.$	Holley—Brockport, Part 1	Albion—Fancher
	Petition No.	04, 3327	:	:	4. 6	1834	V-326, 3591					<b>178</b>	se Sec-	7	ຕ໌	11 \ t. V-1104	1 t. V-1161	4
COUNTY HIGHWAYS	Peti	957, 2904	961.	963	167	8 26	Ϋ́					STATE HIGHWAYS	Rou.	ଞ	ଞ	~_ % &	~ & 4	8

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:	:	8.91	i	:		8.91	:	:	5.91					:	:	: :	ghway
6.02	1.84		0.17			15.65	5.36	:	21.01					2.41	 	0.48 84.0	s State Hi
:	1.84	::	` :	0.72		:	<b>6</b> .08	:	6.08					:	:	: :	bullt a
	Albion, v			Medina, v					:								Pettion No. 959 (1.01 miles) built as Stats Highway No. 5421.
6.02	:	3.70 5.21	0.17	1.78 1.23		27.56	:	:	27.58	Ì				2.41	04.4	0.48	Petition
Ridgway	Albion	Ridgway	Ridgeway	ShelbyRidgeway		Towns 27.56	Villages	Cities	Totals		OSWEGO COUNTY			Hastings	Output	Minetto	ste Highway No. 5025.
Hartland-Medina, Part 2	30 $5$ Albion Village: West and East Ave's Pet. V-1101		Ridgeway—Gaines, Part 1	Middleport—Medins, Part $2$							LMSO					Minetto.	Petition No. 958 (1.51 miles) built as St. Actual length 2.08 miles. es App. C. es App. C. 83.
27	5 7-1101	6-10	102	• 101									tion Vo.		<b>.</b>	: :	07 miles roe cour forfeite our Two our One. e Route
8	30 Pet. V	) 08	<b>&amp;</b>	္ထ								COUNTY HIGHWATS.	Petition No.	579	114, 1804	788	Original plans 5.07 miles. I ton-half in Monroe county.  **Original contract forfeited.  **Section one of Spur Two. B.  **Ection one of Spur One. Se Included in State Route No. I included in State Route No. I included in State Route No.  **Exclusive of villages.
5423	5448	5469 *	5556	5603								COUNTY		278	2007	370	Original Constitution of the Constitution of t

#### OSWEGO COUNTY — Concluded

					A	N	TU.	AL	F	(E	PO	RT	, O	F	T	HE									
Miles ap-	proved and awaiting contract	:	:	:	:	:	:		:	:		:	:		:	:	:		:	:	, <u>:</u>	:	:	:	
Miles	con- etruc- tion	:	:	:	:	:	:		:	:		:	:		:	:	:		:	:	:	:	:	:	
	Miles com- pleted	1.92	1.8	5.40	2.09	5.06	5.35	2 50	0.03	1.12	2 71	3	3.33	603	8	5.67	5.22		8. 8.	3.10	0.0	1.43	0.65	5.41	
į	Miles in city or vil- lage	:	:	:	:	:	:	بـــ ::	:	:	<b>8</b> 0.0	:	` :		· · ·	2.21		· · ·	::	3.10	0.80	1.43	. 0.65	0.54	•
	City or village										Fulton, c					Altmar, v				Fulton, c	Pulaski, v	Oswego, c	_	Central Sq., v.	
	Miles in town	1.92	1.99	5.40	<b>5</b> .00	5.06	5.35	1.27	2.32	1.12	:	3.67	3.33	4.36	1.57	3.46	1. 4. 5	87.0	8	:	:	:	:	0.72 4.15	
	Town	Schroeppel	Minetto	Scriba	Volney	Granby	New Haven	Minetto	Oswego	Parish		Granby	Granby	Richland	Orwell	Albion	Volney	Palermo	Oswego		Richland		Schroeppol	Hastings	
	Name of highway	Phoenix—Pennellville	Minetto—Fulton	Oswego-Mexico, Part 1	Fulton-Volney	Granby Roads	Oswego-Mexico, Part 2	Oswego: West Fifth Street	Fruit Valley	Carleys Mills—Parish	Fulton-Hennihel	r mon transmost	Fulton—Oswego	Pulaski—Orwell	A LAMBORA OF WORLS	Pulaski—Williamstown, Part 2	Volney—Palermo		Sterling—Oswego, Part Z	Fulton City: West First Street	Pulaski Village: Mill Street	Oswego City: West First Street	Phoenix Village: Volney Street		
OUNTY HIGHWAYS	Petition No.	778	1334	770, 2820	769, 1439	1303, 1419	2203	1005	2194	2484	1304	1001	1333	1524 9790	1021, 4140.	2486, 2899	2202		1007	V-185, 3032.	V-223, 3410.	V-287, 3034.	V-247, 3409.	2281, 3105	
OUNTY 1	igh- ray vo.	120	1211	2003	539	553	654 2	\ 199	 <b>1</b>	7463	622	3	825	968		972	973	5	046	047	136	137	138	243	

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:	:	:	į	:	:	:				: :	:	:	
:	:	:	i	2.04	0.57	98.30	6.55 2.20 0.22	8.97		: :	:	:	
5.22	3.66	7.75	5.12	:		:	82.69 6.19 4.53	93.41		3.50	2.61	1.95	
:	0.83	:	1.06	0.76	0.22	0.50	8.39	13.18		1.48		:	
	Hannibal, v		Pulaski, v	Parish, v	Fulton, c	Sandy Creek, v. Lacona, v			н	Mexico, v			er.
5.22	2.83	7.75	1.47 $2.59$	0.07	0.35	2.04	89.24	89.24		2.02	1.16	1.95	e Engin
Schroeppel	Hannibal	Williamstown	Richland	HastingsParish	Volney	Sandy Creek Sandy Creek Boylston	Towns Villages	Totals		Mexico	Mexico	Овтедо	ract and built by the Stat
Phoenix—Mexico, Part 2		Pulaski—Williamstown, Part 3	Pulaski—Williamstown, Part $1$	Hastings—Parish	Fulton—Volney, Part $1$	3716, 3427 Sandy Creek—Smartville				Mexico—Union Square, Part 1 Mexico—Union Square, Part 2	Union Square—Pulaski, Part 1	Southwest Oswego-Fruit Valley	by the Barge canal, cancelled from original contract and built by the State Engineer.
1356, 2367, 3544	2750, 3033.	2858, 3314	2801, 2486, 3589		V-364, 3715, 3676	3716, 3427		•	STATE HIGHWAYS  Route Sec- No. tion	30 7 30 6	30 5	30 13	1 0.66 mile, flooded by th
1244	1245	1287	1288	1413	1427	1428		,	STATE	5044 5082	5083	5171	1 0.6

us, nucuea oy ane pasge caust, canceuea irom original contract and built by the E ad in State Route No. 30. I plans 1.68 miles; 0.41 mile included in State Route No. 28 and built as No. 5526. ive of villages.

# OSWEGO COUNTY -- Concluded

iles ap-	and awaiting contract	:	:	:	:	:		:		:	:	:	:	:
Miles Mi		:	:	:	:	:		:		0.38	:	:	:	
	Miles com- com- st	4.69	2.00	4.25	8.16	6.17		10.87		:	5.81	1.13	1.47	4.70
	or vil	0.63	1.11	0.77	1.39	1.52	0.97	:	3.46	0.36	<u> </u>	1.18	1.47	1.17
	City or village	Pulaski, v	Central Sq., v	Fulton, c	Pulaski, v Sandy Creek, v.	Phœnix, v	Fulton, c		Oswego, c	Fulton, c		Овиево, с	Oswego, c	Parish, v
	Miles in town	4.06	5.89	3.48	1.06 4.31	4.65	:	5.68 2.88	:	:	0.89 89.	:	-	<b>3</b> 8
	Town	Richland	Hastings	Volney	Richland	Schræppel	•	Volney			Hastings Mexico.			Menico
	Name of highway	Union Square—Pulsaki, Part 2	Central Square—Union Square, Pt. 1	Fulton—Three Rivers, Part 1	1-3 V-1069 Pulaski—Sandy Creek	Fulton—Three Rivers, Part 2		Fulton—Oswego		Fulton City: East First Street	Central Square—Union Square, Pt. 2		Dewego City East 9th and Oneida Streets and State Boad	Parish—Camden, Part 1
#AY8	oute Sec- No. tion	30 4	33 2	84.8	$\begin{cases} 30 & 1-3 \\ \text{Pet. V-1069} \\ \text{Pet. V-1129} \end{cases}$	34 4 Pet. V-1099		34 1) Pet. V-1147		2) V-1178)	œ œ	(30 11) Pet. V-1112)	Pet. V-1184	28 5
STATE HIGHWAYS	High- way R. No. 1				5275		•	2882	-	2408	•	5486	•	8626

5.63	5.63	5.63		:	:	:	:	:	:	:	:	:	:	:	
:	0.36	0.38		i	:	:	:	:	:	:	:	:	:	i	
	49.88 8.69 6.74	65.31		1.39	0.68	<b>8</b> 8.0	0.20	4.37	3.54	1.28	2.73	2.03	3.66	6.52	
	8.69	15.79		<b>8</b> 0 :	:	:	:	:	:	:	:	:	:	î	
		,		Oneonta, c											
		i			:	:	:	:	:	:	:	:	:		
4.02	55.51	55.51		1.33	9.0	0.98	0.50	4.37	3.54	1.26	2.73	2.03	3.66	8 8 8	
Parish	Towns 55.51 Villages Cities	Totals	OTSEGO COUNTY	Oneonta	Richfield	Worcester	Edmeston	Butternuts	Morris	Oneonts	Oneonta	Milford	Maryland	Milford	
3, 4 Parish—Camden, Part 2			STO	Oneonta	Richfield Springs—Cherry Valley	Worcester						Colliersville—Milford Center	Schenevus-Maryland	$igg   ext{Milford Center-Milford} . \dots igg $	Route No. 7.
28 3, 4			County Highways Petition No.	201	374	376, 524	375, 1391	425, 532	528	530-A	530-B	529	527	$\left\{\begin{array}{cc} 751, & 754, \\ 1012, 1336 \end{array}\right\}$	Included in State Route
5638			UNTT	162,	6	 Q		4	rci	19	71	<b>.</b>	16.	4	1 Inclu

10.71 mile included in Sta Included in State Route | 15.90 miles included in Sta

#### OTSEGO COUNTY -- Continued

COUNTY HIGHWAYS.	IGH WATS.								Miles en
High- way No.	Petition No.	Name of highway	Точп	• Miles in town	City or village	Miles in city or vil-	Miles com- pleted	Miles under con- rtruction	proved and awaiting contract
			Otago	3.34		<u>:</u> :			
6751	756, 1013	Otego-Oneonta	Oneonts	0.87		- :	8.8	:	:
				:	Oneonta, c	0.28			
676	537, 538	Otego—Wilseys Corners	Otego	3.02		:	2.06	:	:
412	526, 1011	Edmeston—West Burlington—Kel- / Edmeston	Edmeston	2 8 7		بـــ :	4.00	:	:
		sey Corners	Burlington	8		`: ::			
878	1323	Morris—Gilbertsville, Part 2	Butternuts	<b>2</b> .6		:	2.62	:	:
7081	1395	Sidney—Unadilla	Unadilla	4.27		:	4.27	:	:
781	532, 2715	Gilbertsville Village	Butternuts	:	Gilbertsville, v.	<b>0</b> .80	08.0	:	:
7823	2716	Otego Village	Otego	:	Otego, v	0.41	0.41	:	:
7834	1336, 2714	Milford Village	Milford	:	Milford, v	9.0	9.0	:	:
784	534, 1403	Cooperstown—Three Mile Point	Otsego	3.12		:	3.12	:	:
785 6	$\left(\begin{array}{ccc} 525, & 1324, \\ & 2564. \dots \end{array}\right)$	Richfield Springs—Schuyler Lake	Exeter	1.72		:		:	1.72
28	1404	Cherry Valley—Boseboom	Cherry Valley	2.43		 ::	3.78		
3		_ :	Roseboom	 83		· · · ·		:	:
7871	2532	East End		:	Oneonta, c	0.47	0.47	:	:
88	2563, 2566.	West Exeter—West Winfield	Exeter	0.33		 ::	4.2	:	:
			Plainfield	5.11					
934	540, 753	East Springfield—Cherry Valley	Springfield	1.39 2.97	Cherry Valley, v	0.52	<b>4</b> .88	:	:
935 936	1406	Schenevus—Westford, Part 1	Maryland	3.83 4.15		` : :	3.83	: :	: :

•																
			S	TA	те (	01	MМ	1188	ION	E	OF	Н	GE	EWA	YS	
:	:	:	:	:		:	4.09		5.81	:	:	5.81			:	
:	i	12.66	:	8.13		78.7	:		26.29	2.37	:	28.68			÷	
<b>9</b>	0 <del>.</del> 30		2.52	:		:	:		77.83	2.61	0.81	81.25			3.51	
	8.6	<u>.</u> .	· :	بــــ :	<u></u>	1.84	۔۔ :	<u></u>		4.98	0.81	5.79		•	Î i	
	Schenevus, v	Morris, v				Richfield Spgs.			1			1	u			137
. 5.00 1.26		5.34	3.27	2.43	5.70	6.53	1.68	2.41	109.93		:	.109.93			3.27	OS ON ARBO
Burlington	Maryland	Motris	Oneonta		Springfield	Richfield	Woroester	Decatur	Towns	Villages	Cities	Totals			Richfield   Exeter	tion at R. R. omitted.
Kelsey Corners—West Exeter	Schenevus Village: Elk Street	Morris Oneonts	   Unadilla Forka—Bridgewater	Three Mile Point—Springfield Cen-	ter—Warren	and 2	Worcester—Decatur							·	Richfield Springs—Schuyler Lake	Included in State Route No. 7.  *Included in State Route No. 7. Original contract 4.39 miles. Portion at R. R. omitted.  *0.12 mile included in State Route No. 7.  *0.33 mile included in State Route No. 6.  *Original produced in State Route No. 6.  *Original produced in State Route No. 6.  *Original plane 5.23 miles. 3.51 miles State Highway No. 5037
2567, 2970	1406, V-176.	2842, 2807,	3427	1403, 1341,	533	2562	2805						HWAYS	Route Sec- No. tion	5 13	d in State Route d in State Route le included in Sta de included in Sta de included in Sta de included in Sta
286	1147	1302 4	1303	1408	1409,	}	1485						STATE HIGHWAYS		5037	Include Include 0.12 mi

\* Included in State Route No. 5. Original plans 5.23 miles; 3.51 miles built as State Highway No. 5037. d Original contract forfeited May 31, 1916.
\* Exclusive of willages.
\* Exclusive of villages.

#### OTSEGO COUNTY — Concluded

	Miles sp			:	:	:	:	:	: :	:	:	:	:	
	Miles	-00 -00	tion	:	:	:	:	:		÷	i	i	1.04	0.38
		Miles	pleted	1.36	4.61	1.93	4.71	5.68	12.20	7.75	2.50	1.53	:	41.06 4.64 0.08
	Miles	in city	Page	:			:	Ĩ.	0.99	0.41	0.08	i	99.0	5.30
<b>5</b>			City or village		Otem v	Unadilla, v			Schenevus, v	Milford, v	Oneonta, c		Richfield Sp., v. 0.66	
clude		*Miles	town	1.36	3.07	:	4.71	1.48 4.20	$\frac{2.15}{9.06}$	0.61 4.55 2.18	2 42	1.53	0.38	41.44
OTOROGO COOMITY — Concluded			Town	Milford	Unadilla	Unadilla	Unadilla	Milford	Maryland	Milford   Hartwick   Otsego	Oneonta	Plainfield	Richfield	Towns 41.44 Villages
ODACIO			Name of highway	Oneonta-Colliers, Part 4	Wells Bridge—Otego	$\begin{pmatrix} 7 & 2 \\ \text{Pet. V-1058} \end{pmatrix}$ Unadilla Village	3 Unadilla—Wells Bridge	Colliers—Maryland	Schenevus—Schoharie County Line.	7,8 Milford—Cooperstown	Davenport Center-Oneonta	West Winfield—Bridgewater	Kienneid Springs Village: Cnurch, Prospect and Bronner Streets	
		ō	tion on	18	8,9	2 V-1058	ີ ຕ	19	$\begin{bmatrix} 7 & 21, 22 \\ 24, 26 \\ Pet.V-1056 \end{bmatrix}$	7,8	-	;	5 14, 15 Pet. V-1210	
	HWAYS	,	No.	7	2	7 7 Pet.	,	~	7 Pet.	rð	10	<b>8</b> '	Pet.	
	STATE HIGHWAYS	High-	No.	5138	5153	5202	5229	5240 $5240$ -A	5247 2 5247-A	6446	5455	5465 4	<b>5624</b>	

#### PUTNAM COUNTY

COUNTY HIGHWATS Petition No.						
:	Baldwin Place—Mahopac	Carmel 5.90			5.90	:
:	Carmel—Kent	Carmel		امه 	5.02	:
:	Towners Corners—County Line	Patterson 4.25		4	4.25	:
391	Kent-Towner	Patterson 2.78		.:	2.78	:
1167, 2955	Brewster—Carmel	Southeast 2.63	Brewster, v	0.39	4.56	:
:	Putnam Valley—Tompkins Corners.				6.42	:
2536	Carmel—Mahopac	Carmel 2.55		:	2.55	:
:	Brewster—Connecticut State Line	Southeast 3.42		:	3.42	:
		Towns 34.51	1	83   ::	28.54 5.97	
		Villagea		0.39 0.	0.39	:
		Cities		:	:	:
		Totals 34.51		0.39	28.93 5.97	
STATE HIGHWAYS			Ħ			:
Section						
-	Croton Falls—Brewster	Southeast 1.80		<b>.</b>	1.80	:
1 3 Pet. V-1044	$\left. \begin{array}{c} 3 \\ V-1044 \end{array} \right\}$ Brewster Village	Southeast	Brewster, v 1	1.14	1.14	:
or cance	Original contract cancelled. Relet as No. 5240-A.					

Coriginal contract cancelled. Re-jet as No. 5240-A.
Coriginal contract cancelled. Re-jet as No. 5247-A.
Forginal contract cancelled. Re-jet as No. 5247-A.
Forginal contract cancelled. Re-jet as No. 5247-A.
Forginal contract and the single of the single o

## PUTNAM COUNTY — Concluded

	Miles under proved in city Miles on- and or vill come struct awaiting lage pleted then contract	1.74	4.17	4.36	98.6	2.38	1.64	25.89		4 27.03			0.48	0.40 1.03	2.59 8.15
	Gity or village													Troy, c	
	*Miles in town	1.74	4.17	4.36	4.62 5.18	2.38	1.6	25.89	:	25.89			0.48	. 8 . 8	3.05 2.59 3.15
	Тоwп	Phillipstown	Phillipetown	Phillipstown	Southeast	Phillipstown	Southeast	Towns	Cities	Totals	= RENSSELAER COUNTY		Brunswick	North Greenbush	Brunswick North Greenbush Nassau
	Name of highway	Peckskill—Fishkill, Part 1		Peekskill—Fishkill, Part 3			Croton Falls—Brewster, Part 2				RENSS		Troy—Brunswick, Part 1	Troy—Greenbush, Part 1	Troy—Brunswick, Part 2. Troy—Greenbush, Part 2. Hoags Corners
	tion t	_	4, 5	က	4	63 6	23					g O	. :	:	
STATE HIGHWAYS.	Route No.	63	81	87	1	87 -	I					COUNTY HIGHWAYS Petition	48-A	49-A	48. 49-A.
STATE	High-	51471	5149	5156	5203	5387	5438					COUNTY	102	11	25° 26° 55°

						5	<b>Зт</b> .	ΑТ	E	Cc	M	MI	<b>3</b> 8	Ю	NE	R	0 <b>F</b>	E	[Ig	H	WA	Y	3
		:	:		:		:		:	:	:		:		:	:	:	:		:		:	:
	:	:	:		:		:		:	:	:		:		:	:	:	:		:		:	:
1 55	3	2.48	2:05	1 40	1.10		4.01		3.03	& .83	2.75	2 60	3	K 49		3.10	3.61	3.62	A 75	? #	2 70		3.78
:	:	:	:	- ::	· · ·	<u>:</u>	:	-::	:	:	:	<i>-</i> _ ::	<u> </u>	<u>-</u> :	<u> </u>	` :	:	:	<u>ب</u> :	<u></u>	بــ ::	<u>`</u> :::	:
0.18	1.32	2.46	2.05	1.47	0.05	1.16	0.6 4	2.21	3.03	8. 83.	2.75	0.75	2 82.	4.04	1.38	3.10	3.61	. 8.62	1.35	3.40	8.40	0.32	3.78
Brunswick	North Greenbush	Brunswick	East Greenbush	Sand Lake	Poestenkill	Sand Lake	Poestenkill	North Greenbush	Nassau	Brunswick	Hoosick	North Greenbush	Poestenkill	East Greenbush	Schodsck	Brunswick	Sand Lake	Nassau	North Greenbush	East Greenbush	Poestenkill	North Greenbush	Nassau
	Albia—Wynantskill	Troy—Brunswick, Part 3			Dana Lake—Iroy		Wynantskill—West Sand Lake	•	East Nassau	Brick Church—Rock Hollow	Old Northern Turnpike		Troy—roestenkuu		DOSTOIL—ALDSALY	Brunswick Turnpike	Averill Park—Crooked Lake	Nassau—Brainard	Daniel Date	Weinsbeinder - Dest	There are I also Date 9	IIOy-Dand Lake, rary 2	East Nassau—Brainard
!	136, 347	190	50	940 4	9#0-A		384		203	377	291	170		006	one, one	307	513	514	306	900.	404		1004

197 •

227. 284 2857

**84 s** 

Total length 3.63 miles. Part in Westchester county.

Original length 1.00 miles 0.52 mile reconstructed as No. 5393.

Original length 1.00 miles four No. 22.

1.60 miles included in State Route No. 42.

Included in State Route No. 42.

Included in State Route No. 42.

Original contract 3.64 miles. 0.08 mile additional built by special agreement. Included in State Route No. 21.

Exclusive of villages.

44	Ļ						A	LΝ	NU	<b>A</b>	C.	RE	PC	R	r	OF	T	HE	:						
į	Miles approved and	struction contract			:			:	:	:	:		:	:	:	:	:	:	:	:			:	: : : :	
	Miles under	ruction			:			:	:	:	:		:	:	:	:	:	:	:	:		:	:	: :	
	Miles	7		A 12	2		3 21	5	6.35	1.69	5.19	9 61	5.4	3.40	:	2.25	5.07	4.14	3.92	4.10	0.29	2.55	3.14	0.51 1.58	
	Miles in city				:	-:	 ::	_ ::	:	:	:	<u>ښ</u> :	<u>.</u> ::	:	:	:	:	:	:	:	0.20	:	:	0.51 1.58	
Ų		City or village									• • • • • • • • • • • • • • • • • • • •		:								Naggan v			Troy, c	
ntinue	Miles	town	2.30	2.52	0.84	0.77	<b>1</b> . <b>2</b>	1.57	6.35	1.69	5.19	2.44	0.17	3.40	:	2.22	5.07	4.14	3.92	4.10	:	2.55	3.14	<u>:</u> :	
RENSSELAER COUNTY Continued	-	Town	Pittstown	Pittstown	Schaghticoke	Schaghticoke	Brunswick	Pittstown	Hoosick	Schaghticoke	Schodack	Brunswick	North Greenbush	East Greenbush	East Greenbush	Brunswick	Brunswick	Stephentown	Stephentown	North Greenbush	Nageau	Schaghticoke	East Greenbush		
RENSSELAEI		Name of highway	Valley Falls—Tombannock	Valley Falls—Johnsonville	Valley Falls—Schaghticoke	Schaghticoke—Johnsonville, Pt. 1	Havnersville—Ravmertown		Hoosick-North Hoosick	Troy—Speigletown	Schodack Center—Nassau	Saming Amounts: Their Decembill	Spring avenue: 1109 1 concentration	Couse—Luther	Rensselser—DeFreestville	Eagle Mills—Clums Corners	Brunswick Center—Lansingburg	W. Stephentown—Stephentown Ctr.	Stephentown Center-Massachusetts.	Wynantskiil — DeFreestville —	Winder Surger	Speigletown—Melrose	DeFreestville—Couse	Troy City: Pawling Avenue	
	County Highways	No.	405	971	) 982-A	( 982-B	406 673	**************************************	402, 671	982-C	1184	670		385	189, 716	512	404	159	159	1887, 1888.	V-123	2973	189	V-206, 3163. V-206-207.	
	County I	Š.		477	7,4		4781	0	106	504	536	K71	1	583	5943	631	629	629	<b>680</b>	765	070	88	981	1040	

			S	TAT	е Сом	MIS	810	NE	R	of E	Iюн	WAYS		745
:	:	:	:	: :	:	:	:	:	:	6.34	4.95	3.80	15.09	15.09
:	:	:	i	: :	:	i	:	8	4.87	:	:	2.97	0.73	15.04
3.71	4.51	1.72	6.34	2.70 2.70	0.51	88.6	80. O	:	:	:	:		126.21 1.45 7.69	135.35
0.97	1.16	1.72	0.34	3 :	0.13	` : 8	8 5		0.73		Ť:	`	2.18	9.87
Rensselaer, c	Castleton, v	Troy, c	Troy, c	Kensselser, c	Troy, e	9	Kensselser, c		Castleton, v					
2.74	3.35	:	i	2.70	. 0 . 34 . 0	0.88	4.74	2.46	4.14	1.43 4.91	1.73 3.22	2.97 3.80	155.61	155.61
East Greenbush	Schodack			Nassau	Brunswick	Poestenkill	Berlin	Petersburg	Schodack	Schaghticoke	Hoosick	Schaghticoke Hoosick	TownsVillages	Totals
$race$ Castleton—Rensselaer, Part $2.\dots$	Castleton-Rensselaer, Part 1	Troy City: Spring Avenue	Troy City: Winter Street	Kensselaer City: Washington Ave West Stephentown—Alps	Troy City—Leversee Road	Spring Av., Troy—Poestenkill Pt. 2.	Rensselaer City: fign Street	Center Berlin—Petersburg	Castleton—East Schodack, Part 1	Speigeltown—Tomhannock Reserv'r	Stone Schoolhouse—North Peters- burg—Vermont State Line	Meirose—Schaghticoke Hill Whitehouse B'dge—Vermont State L.	e No. 22. State Route No. 1. No. 21. Original plans 2.73 miles; 0.67 mile built as No. 5553. Incl. Re-let as No. 981-A.	1.14 miles cancelled. I terms combined with No. 1116-A and re-let as No. 1116-A. 76.37 mile sancelled. I terms combined with No. 1115-A and re-let as No.1116-A. • Original contract cancelled. Re-let as No. 1119-A.  * Exclusive of villages.
	670, 1183, 2954	3164, V-280.	3235, V-233.	3162, v-215. 2169	V-233, 3230,\\3232, 3234\	2290, 2395	V-214, 5160.	3465, 3466	3586, V	3579, 2394, 2803, 2972.	3463, 3466, 2696	2953 2974	Included in State Route No. 22, 1.34 miles included in State Ro. 1.16 miles included in State Route No. 21, 62, No. 5196 and 2.06 miles as No. 61, Included in State Route No. 42, 6 Original contract cancelled. Re	1.14 mies cancelled. Items 0.77 mile cancelled. Items Original contract cancelled. Exclusive of villages.
1115-A	1116 1116-A	1119   1119-A	1120	1122	1123	1154	#6T1	1421	1422	1423	1424	1425 1426	Included 1.34 miles Included No. 5196 Included Original o	0.77 miles Original o Exclusive

į	Miles ap-	and awaiting		:	:	:	:	:	:	:	:	:	:	:	:	:
	Miles	econ- struc-	:	:	i	÷	Ė	i	:	:	:	:	i	i	:	:
		Miles com-	8	1.67	2.90	0.40	0.40	0.41	9.02	6.93	<b>9</b> 9.8	0.95	5.11	0.52	6.34	6.18
•	Miles	in city or vil-	:	1.57	:	0.40		0.41	: :	: :	i	0.95	:	0.52	: :	:
P		City or village		HoosickFalls, v.		Rensselser, c		Nassau, v				Troy, c		Troy, c		
clude		*Miles fa town	2.70	÷	2.90	:	0.05 0.35	i	0.20	1.46 4.47	9.66	:	5.11	i	3.12 3.23	6.18
RENSSELAER COUNTY Concluded		Town T		Hoosick	Schodack		NassauStephentown	Маявац	North Greenbush East Greenbush	Brunswick	Sand Lake		Hoosick		Grafton	Pittstown
RENSSELAER		Name of highway	Schodack	Hoosick Falls Village	Schodack Center-Valatie, Part 3	Renscelaer City: Columbia Street	14 Brainard Station	Nassau Village	DeFreestville—South	$\textbf{CropseyvilleGrafton}\left\{$	West Sand Lake—Averill Park	Troy City: Brunswick Turnpike	Raymertown—Hoosick, Part 2	Troy City: Hoosick Street	Grafton—Petersburg	Raymertown—Hoosick, Part 1
		Section	က	9 V-23	1, 2,	7 V-1015	41	11 V-1045	်က	20	21 5,6	1 V-1125	6, 7	1 V-1169	9	10
	HWAYS	Route No.	-	Pet.	٦,	Pet.	21 14	Z Pet.	72				្ន	Pe 23	4	22
	STATE HIG	High- way Boute No. No.	5029	6040	5084	5107	5108			6223	5278 } <sub>1</sub> 5278-A ∫	5310	5354	5393	5478	6479

		State (	С <b>ом</b> :	ΜI	881	on:	ER	OF	E	Irc	нw	'AYS	ı	747
				:	:			:	:	:	:	:		
:				:	:			:	:	:	2.95	8.62	9.11	11.57
2.11	35.90 1.98 1.97	39.86		2.83	8.5		4.25	2.83	:	4.47	:	:	27.68	27.68
0.10	1.98	3.95		:	:	: ;		:	:	:	0.58	0.98	2.46	2.46
Rensselaer, c		1									Nyack, v	Suffern, v		1
2.01	35.90	35.90		2.83	8. 8. 8. 8.		4.25	2.82	:	4.47		7.64	36.79	36.79
East Greenbush	Towns Villages	Totals	ROCKLAIND COON IS	Stony Point	Ramapo	Stony Point	Ramapo	Orangetown		Ramapo	Orangetown	Ramapo	Towns Villages	Totals
Rensselaer—Defrecstville		<b>1</b>	KOCK	Grassy Point.	Nyack Turnpike	Highland Lake—Tompkins Cove Spring Valley—Knapps Corners	Monsey—Egypt Corners	State Line—Orangeburg	Knapps Corners—Nyack	Spring Valley—Mount Ivy	Nyack—Rockland Lake	Suffern—Mount Ivy	. Re-let as No. 5278-A. o. 39-B o. 3-A.	* Nove must network in State Acute No. 5.  * Balls as State Highway No. 5178.  * Included in State Route No. 39-B. Original plans 3.57 miles. Portion omlitted and included in No. 5504.  * Exclusive of villages.
1, 2			, Š	:	:		: :	:	:	:	:	:	oute N	why No
21			County Highways Petition No.	22	23-A.:	1764	1768	1769	2682	1767	3538	3728	Original contract cancelled.  *Included in State Route No.  *Included in State Route No.  *Original State Route No.	*Built as State Highwall Included in State Fighwall Included in State Roafted and included in *Exclusive of villages
5533			COUNTY	<b>6</b>	91 <b>3</b>	203 203 204 205 205 205 205 205 205 205 205 205 205	069	728	928 6	1019	1295	1448	1 Origina 1 Include 8 Include	* Built as 5 Include omitted an

į	Miles ap-	and awaiting	contract	:	:	:	:	:	:	:	3.75		3.75		3.75		: :	:	
į	Miles under	con- struc-	Ton	:	:	:	:	:	:	:	:	:	:	:	:		: :		
		Miles com-	pleted	1.61	2.16	2.20	2.16	1.56	1.00	0.39	:	6.81	4.27		11.08		4.31	3.75	15.36
	Miles	in city	Page 6	:	1.9	: :	1.02	0.95	1.8	:	1.36	:	8.02		8.02		: :		
70			City or village		Haverstraw, v		Suffern, v Hilburn, v	Haverstraw, v W. Haverstraw.	Spring Valley, v.		Piermont, v								' :" : : : :
clude		•Miles	town	1.61	: 8	8 8	: :	: :	:	0.39	2.38	6.81	:	:	6.81		4.31	$\frac{2.50}{1.25}$	15.36
ROCKLAND COUNTY—Concluded		_	Lown	Clarkstown	Haverstraw	Clarkstown	Ramapo	Haverstraw	Катаро	Clarkstown	Orangetown	Тоwпв	Villages	Cities	Totals	"	Ramapo	Orangetown	Towns
ROCKLAND		;	Name of highway	Congers—Long Clove	Long Clove—Haverstraw	Knapps Corners—Nyack	Suffern Village; Hilburn Village {	Haverstraw—West Haverstraw	Spring Valley Village	Dykes Crossing							Spring Vailey—SuffernCovles Corners—Short Clove	Pearl River—Nanuet	
		8	tron	S	9	83	9	1	4	က	1, 3					zó.	: :		
	STATE HIGHWAYS.	Route	o Z	က	က	39-B	39-B	က	39-B	39-B	က					SPECIAL HIGHWAYS.		:	
	STATE	High-	N	2003	5165	5178	53881	5389	54281	55042	5512					SPECIAL	9005	9006	

#### ST. LAWRENCE COUNTY

COUNTY HIGHWAYS	LIGHWAYS							
	Petition No.				,			
5913	1001 200	075 1001 Messons Worldington Die 2 and 2 Louisville.	Louisville 8.01		<i>بـ</i> ::	6		
130	410, 1001	Massalla 11 autiligion, 1 to: 2 and 0)	Massena 0.61		<u>`</u> :::	9.08	:	:
739	1068 1073	Ordenshirm Conton Dort 1	Oswegatchie 4.17	2	رـــ :	0,70		
2	1000	Section of Company 1 at \$ 1	Lisbon 4.62		····	9.0	:	:
733	1063 1068	Ordenshire Centon Bert 9	Lisbon 2.69		۔۔ :	8		
2			Canton 5.33		<u>`</u> :::	9.0	:	:
734	1053 1055	Potedem Periehville Part 1	Potsdam 2.08		۔۔ :	=		
	***************************************		Parishville 3.03		···	1	:	:
			Colton 1.14		:			
735	1056, '98, '99	Potsdam—Colton	Pierrepont 5.11	· · · · · · · · · · · · · · · · · · ·	- :	7.90	:	:
			Potsdam1.65		_ :			
875	1112	Elmdale—Gouverneur	Gouverneur 5.83		:	5.83	:	:
876	1113	Brasie Corners—Elmdale	Macomb 3.82	~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~	:	3.82	:	:
878	1071	Ogdensburg—Morristown	Oswegatchie 6.74		;	6.74	:	:
996	1095	Madrid-Waddington, Part 2	Waddington 4.04		:	4.04	:	:
296	74	Norwood-Norfolk	Norfolk 3.30		:	3.30	:	:
896	1075, 2992	Ogdensburg—Morristown, Part 2	Morristown 2.42	2 Morristown, v	1.66	<b>4</b> .08	:	:
696	1076	Morristown—Hammond, Part 1	Morristown 6.53		:	6.53	:	:
970 970-A	1077	Morristown—Hammond, Part 2	Hammond 9.33	3 Hammond, v	0.93	10.26	i	
1031	1053	Potsdam—Parishville, Part 2	:			4.01	:	-:
1032	1059, 3176	Potsdam—Norwood	Potsdam3.83	3 Norwood, v	1.8	5.38	:	:
1033	V-173	Ogdensb'g City: Canton & State Sta,			1.8	1.00	:	:

STATE COMMISSIONER OF HIGHWAYS

1 Original contract forfeited.

2 Grade crossing climination.

3 Grade crossing climination.

3 Grade michael in State Route No. 32.

4 Original contract 10.26 miles; 3.89 miles cancelled and re-let as No. 970-A.

# ST. LAWRENCE COUNTY -- Continued

County High- No. 1108 1125 1126 1126 1261 1263 1264	County Highways  No. No. 1108  V-197  1125  V-248, 3405.  1126  2852  1108, 1104  1168  1108, 1104  1261  V-322  1262  1096, 1097  1263  V-333, 1110,  1264  1111  1266  1265  1266  1267  1268	Name of highway Potedam Village Waddington Village Canton—Pierrepont  Massena—Helena, Part 1  Madrid—Waddington, Part 1  Brasie Corners—Edwards, Part 1  Massena—Helena, Part 1	Town town  Potsdam  Waddington  Canton  Pierreport  Pierreport  Bussell  Massena  Madrid  Gouverneur  1.07  Fowler  8.40  Massena  9.09  Massena  2.11  Massena  5.14  Massena  5.14  Massena  5.14  Massena  5.14  Massena  5.14  Massena  5.14  Massena  5.14	City or village Potsdam, v. Waddington, v.  Hassena, v.  Gouverneur, v.  Gouverneur, v.  Gouverneur, v.  Gouverneur, v.  Gouverneur, v.  Gouverneur, v.	Miles in city Miles compared by the compared by the compared by the compared by the compared by the city of the ci	Miles con- com- pleted tion 1.24 7.88 6.45 5.66 5.07 10.85 9.09	Miles approved and and awaiting contract
1266 1387 1388 1389	1105 8636 1074, 1072	De Kalb Junction—Hermon Canton Village: West Main Street  De Peyster—Ogdensburg	et	Canton, v O Heuvelton, v	0.93 0.93	3.09 0.44 11.16	4
			Towns. 153.90 Villages. Cyties. Totals. 153.90		11.75 9 1.00 1 1.00 1 1.2 75 135	124.84 24.46 9.86 1.89 1.00	<b>4</b>

STATE HIGHWATS Route No.	Route No.	Sec-								
2032	೫	6	9 Canton—Potsdam, Part 2		5.00		:	2.00	:	:
51151	8	10	10 Canton—Potsdam, Part 1	Potsdam1.	1.02 2.91 Can	Canton, v	0.81	4.74	i	:
51161	9	=======================================	11 Canton—DeKalb			Canton, v	0.56	5.45	:	:
5283	8	12	12 Gouverneur—DeKalb			Richville, v	1.08	18.91	:	:
5284*	8	1-3	1-3 Nicholville—Moira	Lawrence	 8.8 8.8		<u> </u>	8.28	:	:
5285	æ	4-7	4-7 Potsdam—Nicholville					14.90	:	:
5287	8	14	14 County Line—Gouverneur	Hopkinton6. Rossie1. Gouverneur4.	6.50 1.49 50			5.99	:	:
5288	Pet. V	7-1071	Pet. V-1071 Ogdensburg City			Ogdensburg, c .	4.57	4.57	i	:
2308	30   Pet. V	30 8 Pet. V-1072	Potsdam Village	Potadam 0	0.26 Potse	Potsdam, v	2.25	2.51	i	:
5331	∑ 30   Pet. √	13) 7-1122	30 13 Gouverneur Village	Gouverneur	Gour	Gouverneur, v	1.78	1.78	i	:
5439	ន្ល	`1	North Lawrence—Lawrenceville	Lawrence 3.	3.63		:	3.63	:	:
5467	32 Pet. V	7) -1167	32 7 Massena Village	Massens	Mase	Massens, v	1.84	1. <b>8</b> 2	:	:
5497	83	17, 18	17, 18 Ogdensburg—Waddington, Part 1	Lisbon 9.	9.79		i	9.79	i	:

1074, 1072 - Do reymen in the Part of another and another another control of the

1368

1 Items for Nos. 5115 and 5116 combined and awarded as one contract.
1 Total length 1166 niles. Part in Franklin county.
\* Exclusive of Villages.

# ST. LAWRENCE COUNTY -- Concluded

	Miles approved and and awaiting contract	:	:				:	
	Mile pro swa	:	:	: :		:	:	
	Miles under con- struc- tion	:	i	9.12	8.03	9.12	:	: : : :
	Miles com- pleted	5.81	99.9	8.35	94.34 9.30 4.57	108.21	•	1.51 6.06 5.03 1.00
	Miles in city or vil-	Image: Control of the control of the	1.8	1.09	10.39	14.96	:	:::::
2	City or village		Waddington, v.	Waddington, v.	10.39	1 . H	:	
	Miles in town	0.40	5.68 5.88	3.105 3.40 8.40	102.37	102.37	:	1.51 6.06 5.03 1.00
	Town	Stockholm	Lawrence   Waddington	Massens	1 =	Totals 102.37	₹.	Waterford Moreau Half Moon
SI. LAWKENCE COUNT	Name of highway	2 Winthrop—North Lawrence	15, 16 Ogdensburg—Waddington, Part 2	Waddington—Massena, Part 2 Waddington—Massena, Part 1		į	SAR. Waterford	Waterford—Mechanicville, Part 1 Glens Falls—Saratoga, Part 1 Waterford—Mechanicville, Part 2 Waterford—('ohoes
	Section	81	15, 16	9-11 12-14			No	
	STATE HIGHWAYS High- way Route No.	33	32	8 8			COUNTY HIGHWAYS Petition No 121	77 68 78
	Grate E	2209	5535	5536 5612			County 121	39 2 58 50 240

9413	984	Seretoge Bellaton		:	Saratoga Sp'gs.	3.67	4 36		
			Milton 0	0.69		::	i i	:	:
	146	Saratoga—Glens Falls, Part 2	Wilton	1.25		:	1.25	:	:
	76	Mechanicville—Stillwater	Stillwater 1	28:	• • • • • • • • • • • • • • • • • • • •	:	1.8 <u>2</u>	:	:
<u>.</u>	285	Saratoga—Schuylerville	Saratoga6	6.01		:	6.01	:	:
340	145	Saratoga—Corinth		7.25		:	7.25	:	:
441	268	Saratone Clone Rolls Douts A and E	Wilton	9.00		<i>-</i> ــــ	66		
_		Sat avega Crous, I au to T autu o	Moreau	2.32		· ::	9	:	:
442	553	Saratoga—Gansevoort, Part 1	Wilton 6	6.14		:	6.14	:	:
	554	Saratoga—Greenfield		:	Saratoga Sp'gs	1.80			
443	558	Saratoga—Schuylerville, Part 2		:	Saratoga Sp'gs.	3.76	6.28	:	:
	559		Greenfield	0.72		-			
	•		Stillwater 3	3.59					
610	557, 633	557, 633 Mechanicville—Malta		:	Mechanicville	0.15	7.42	:	:
			(Malts 3	3.68		-:			
611	580 833			4.38		رـــ ::	8		
	,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,	TATALING DOLLANDER		:	Saratoga Sp'gs.	2.28∫	5	:	
741	508, 2125	Saratoga—Corinth, Part 2	Corinth 4	4.06		:	4.06	:	:
815	820, 1160,		Corinth 2	2.41	Corinth, v	0.79	8		
	V-67	Corinth—Hadley	Hadley 3	3.02		`:	0.27	:	:
816	825	Galway—West Galway		4.03		:	:	:	<b>4</b> .03
817	817	Scotch Church—Blue Corners	Charlton 3	3.57		:	3.57	:	:
818	2257	Ballston Town Line—Scotch Church		0.92		:	:	:	0.92
Plans 1	never approved b	Plans never approved by the Board of Supervisors. This number is therefore void.	s therefore void.						

Original plans 1.78 miles, 0.27 mile omitted and built as No. 842.

1 Included in State Route No. 25.

10.72 mile included in State Route No. 43\* and 5.29 miles in No. 25.

1.3.75 miles (Pet. 558) included in State Route No. 25.

1.3.75 miles plans 5.23 miles.

4.31 miles included in State Route No. 55.

Exclusive of villages.

.... 13.87

## SARATOGA COUNTY — Concluded

Miles ap-	proved and awaiting contract	1.88	:	:	:	:	:	:	:	9.06	15.89
Miles	under con- struc- tion	÷	i	:	6.10	:	:	5.74	6.74	:	18.44
	Miles com- pleted		0.27	:	:	1.30	1.10	:	:	:	71.96 0.79 12.94
	Miles in city or vil- lage		`	i	:	1.30	:	:	0.14	<u> </u>	0.93
	City or village					Saratoga Sp., v. 1.30			S. Glens Falls, v.		0.93
	Miles in town	. 88:	0.27	:	8.10	:	1.16	5.74	1.08 5.52	0.44 8.62	
	Town	MiltonBallston		Stillwater	Clifton Park			Half Moon	Northumberland		Towns106.29 Villages
	Name of highway	Baliston—Charlton Town Line	Waterford-Mechanicville, Part 1	Mechanicville Village	Groom Corners	Saracoga Springs vinage: South Broadway and Maple Avenue	Round Lake—Maltaville	Mechanicville—Clifton Park	Gansevoort—South Glens Falls	Schuylerville—Gansevoort	
HIGHWATS.	Petition No.	820, 1160	77	V-112 2118, 2452	931 22	V-150	3421	3606	$1320, 1517, \\ 562, 3729.$	556, 563, 3608	
COUNTY HIGHWAYS	High- way No.	1618	842	941 <b>:</b> 1117	1170	1195	1153	1345	1460	1461	

		in city Miles con- and or vil- com- struc- awaiting lage pleted tion contract	2.70	1.57 1.57	2.90	0.40 0.40	0.40	0.41 0.41	60.0	} 6.93	8.66	0.95 0.95	5.11	0.52 0.52	6.34	6.18
pg		City or village		Hoosick Falls, v.		Rensselser, c		Nassau, v				Troy, c		Troy, c		
nclude		•Miles fo town	2.70	:	2.90	i	0.05	Ė	0.20	1.46	3.66	:	5.11	:	3.12	9.18
RENSSELAER COUNTY — Concluded		Точп	Schodack	Hoosick	Schodack		NassauStephentown	Namesu	North Greenbush	Brunswick	Sand Lake		Hoosick		Grafton.	Pittstown
RENSSELAE		Name of highway	Schodack Center-Valatie, Part 2	Hoosick Falls Village	Schodack Center-Valatie, Part 3	Renselaer City: Columbia Street	14 Brainard Station	Nassau Village	3 DeFreestville—South	5 Cropseyville—Grafton	West Sand Lake—Averill Park	Troy City: Brunswick Turnpike	Raymertown-Hoosick, Part 2	Troy City: Hoosick Street		Kaymertown—Hoosick, Part 1
		Bec- tion	က	6 V-23		7 .V-1015		11 V-1045			5, 6	$\left. \begin{array}{cc} \cdot & 1 \\ \cdot & V-1125 \end{array} \right\} \mathbf{T}$	6,7	1 V-1169	<b>60 ™</b>	٥
	GHWAYB	Route No.	<b>-</b>	22 Pet.	Γ,	Pet.	. 22	21 Pet.	, 21	43	1 21	Pet.	្ន	Pet 22	24 8	7.7
	STATE HI	High- way Route No. No.	2029	5040	5084	5107	5108	5163	5196	<b>5</b> 223	5278 5278-A	5310	5354	5393	5478 42	04/A

7	A	7
1	4	-7

### STATE COMMISSIONER OF HIGHWAYS

		STATI	S COM	TWT23	MOI	M TER	OF	1110	HI W A	ars		141
:					:	: :	:	: :	:			
:	; ; ;	:		: :	:	: :	i	: :	2.95	8.62	9.11	11.57
2.11	35.90 1.98 1.97	39.85		2. 8. 8. 8.	88.8	. 4. 3. 33.	2.83	4.47	:		27.68	27.68
0.10	1.98	3.95		: :	:	: :	i	: :	$0.58 \atop 0.92$	0.98	2.46	2.46
Rensselaer, c 0.10		1 "							Nyack, v Upper Nyack, v.	Suffera, v		
2.01	85.90 	. 35.90		8.83 8.83	5.88	8.53 8.25	2.83	4.47	1.47	7.64	36.79	36.79
East Greenbush	Towns Villages	Totals	ROCKLAND COUNTY	Stony Point	Stony Point	Clarkstown	Orangetown	Ramapo	Orangetown	Ramapo	Towns Villages Cities	Totals
1, 2 Renseelaer-Defreestville			ROCKI	Grassy Point	:	Spring Valley—Knapps Corners (Monsey—Egypt Corners	:	Knapps Corners—Nyack	Nyack—Rockland Lake	Suffern—Mount Ivy	1 Original contract cancelled. Re-let as No. 5278-A. 1 Included in State Route No. 38-B. 2 Included in State Route No. 3. 6 0.09 mile included in State Route No. 3.	o. 5178. io. 39-B. Original plans 3.57 miles. Portion 604.
1, 2			ž			: :	•	: :	:	:	ncelled foute N oute N n State	way Nooute No. 5
21			County Highwars	22. 23.A	1764	24, 1765 1768	1769	2082	3538	3723	al contract ca ed in State R ed in State R ile included in	<sup>8</sup> Built as State Highway No. <sup>8</sup> Included in State Route No. omitted and included in No. 550 * Exclusive of villages.
5533			County	90	593	80 80 80	7284	928° 1019	1295	1448	1 Origins 2 Include 5 Include	<sup>8</sup> Built a <sup>6</sup> Includonitted an * Exclus

## ROCKLAND COUNTY—Concluded

	les sp-	and	ntract		:	:	:	:	:	:	3.75		3.75		3.75	-	:	:	:		:	
				•			:			•		:				"		•			:	
	Miles	-dop	tion	:	:	:	:	:	:	:	:	:	:		:		:	:	:	İ	:	
		Miles Som-		1.61	2.16	2.20	2.16	1.56	1.00	0.30	:	6.81	4.27		11.08		4.31	7.30	3.75		15.36	
	Miles	in city	lage	:	1.94		1.14	0.95	1.00	:	1.36	:	8.02	:	8.02		:	:	:		:	
4			City or village		Haverstraw, v		Suffern, v Hilburn, v	Haverstraw, v W. Haverstraw.	Spring Valley, v.		Piermont, v											
Singe		*Miles	town	1.61	0.23	2.20	: :	: :	:	0.30	2.39	6.81	:	:	6.81		4.31	7.30	2 2. 5.		. 15.36	
NOCALALIA COOM I I — Concluded	•	*	Town	Clarkstown	Haverstraw	Clarkstown	Ramapo	Haverstraw	Ramapo	Clarkstown	Orangetown	Towns	Villages	Cities	Totals	"	:	Clarkstown	:	CIBERSOWIL	Towns	
TIMPOON TO THE TIME TO THE TIM			Name of highway	Congers—Long Clove	Long Clove—Haverstraw	Knapps Corners—Nyack	Suffern Village; Hilburn Village	Haverstraw—West Haverstraw	Spring Valley Village	Dykes Crossing	New Jersey State L.—Nyack, Pt. 1, 3						Spring Valley—Suffern		Pearl River—Nanuet			
		ď	tion	ro	9	87	9	7	4	က	1, 3					٠	:	:	:			
	Нівнжатв.	Boute	No.	က	က	39-B	39-B	က	39-B	39-B	က					SPECIAL HIGHWAYS.						
	STATE 1	High-	No.	2002	5165	5178	53881	5389	54281	55043	5512					SPECIAL	0006	9005	9006			

### ST. LAWRENCE COUNTY

COUNTY HIGHWAYS

	$\left.\begin{array}{cccccccccccccccccccccccccccccccccccc$	4.17	2.69          5.33	2.08 3.03 6.11	5.11 7.90	5.83 5.83		6.74 6.74	4.04 4.04	3.30 3.30	2.42 Morristown, v. 1.66 4.08	6.53 6.53	9.33 Hammond, v 0.93 10.26	4.01 4.01	3.83 Norwood, v 1.28 5.38	Ordenshire
	975, 1091, Massens—Waddington, Pts. 2 and $3 \begin{cases} \text{Louisville} &  \\ \text{Massens} &  \end{cases}$	Ogdensburg—Canton, Part 1 Swegatchie 4.		Potsdam—Parishville, Part 1 Parishville 3.		:	:	Oswegatchie	Madrid-Waddington, Part 2 Waddington 4.	Norfolk	Ogdensburg-Morristown, Part 2 Morristown 2.	Morristown—Hammond, Part 1 Morristown 6.			Potsdam—Norwood Norwood Norfolk	
Petition No.	521°; 975, 1091, Massena-	1068, 1073 Ogdensbu	1063, 1068 Ogdensbu	1053, 1055 Potsdam	1056, '98, '99 Potsdam-	1112 Elmdale-	1113 Brasie Co	1071 Ogdensbu	1095 Madrid—	74 Norwood-		1076		1053 Potsdam-	1059, 3176 Potsdam-	V-173 Oadensh's

1 Original contract forfeited.
2 Grade crossing elimination.
2 1.00 mile included in State Route No. 32.
4 Original contract 10.28 miles; 3.89 miles cancelled and re-let as No. 970-A.

\* Exclusive of villages.

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		ST. LAWRENC	ST. LAWRENCE COUNTY Continued	ntino	eq				
OUNTY	COUNTY HIGHWAYS	•				Miles		Miles	Miles ap-
High- way No.	Petition No.	Name of highway	*M* Town to	*Miles in town	City or village	in city or vil- lage	Miles com- pleted		and swaiting contract
1108	V-197	Potsdam Village	Potsdam	:	Potsdam, v	2.19	2.19	:	:
1125	V-248, 3405.	Waddington Village	Waddington	:	Waddington, v.	1.24	1.24	:	:
1126	2852	Canton-Pierrepont	: :	5.47		$\overbrace{\vdots}$	7.88	:	:
1168	1103, 1104	Hermon—Russell		0.89	Hermon, v	0.91	6.45	:	:
1261	3578, 1092, V-322	ر :: ::			Massens, v	0.52	:	5.66	:
1262	1096, 1097	Madrid—Waddington, Part 1	Madrid	5.07		:	5.07	:	:
1263	3576, 3577, V-333, 1110, 1111	Gouverneur—Edwards, Part 1	Gouverneur	1.07 8.40	Gouverneur, v	1.38	10.85	:	:
1264	1114	Brasie Corners—Edwardsville	Macomb9	9.00	:	:	:	9.00	:
1266	1092, 1093, 3575	<u>~-</u>		2.83			5.50	i	:
1266	1105	De Kalb Junction—Hermon		3.09		<b>`</b> :	3.09	:	:
1387	3636	Canton Village: West Main Street	Canton	:	Canton, v	0.44	:	0.44	:
1388	1074, 1072	De Peyster-Ogdensburg	: :	8.79 8.53	Heuvelton, v	0.93	:	11.16	:
1389	3576	Gouverneur—Edwards, Part 2	:	4.60		:		:	4.60
			Towns153.90	3.90		:	.124.84	24.48	4.60
			Villages Cities	: :	11.75	11.75 1.00	9.80 1.00	1.89	: :
			Totals 153.90	93.90		12.75	135.70	26.35	4.60

STATE HIGHWAYS	WATS toute	8								
	No.	tion								
5032	8	6	9 Canton-Potsdam, Part 2	Potsdam5	2.00	: : : : : : : : : : : : : : : : : : : :	:	5.00	:	:
51151	30	10	10 Canton—Potsdam, Part $1$	Potsdam	1.02	Canton v	28.0	4.74	i	:
51161	8	11	Canton—DeKalb			Canton, v	0.56	5.45	:	:
5283	8	12	12 Gouverneur—DeKalb	Gouverneur1	4.63	Richville, v	1.06	18.91	Ė	:
5284 ²	S	1-3	1-3 Nicholville—Moira	Canton	1.70 8.28			8. 83.	:	:
				Potsdam	68.3					
5285	8	4-7	4-7 Potsdam—Nicholville	Stockholm	4.61		 : :	14.90	:	:
				Hopkinton	3.50					
5287	8	14	14 County Line—Gouverneur	Rossie	1.49			5.99	:	:
	Pet.	V-1071	Ogdensburg City			Ogdensburg, c .	4.57	4.57	:	:
2308	Pet.	8 √-1072	Potedam Village	otsdam	0.26	Potsdam, v	2.25	2.51	:	:
5331	E Fet	13 V-1122	$\begin{cases} 30 & 13 \\ Pet. V-1122 \end{cases} Gouverneur Village G$	ouverneur	:	Gouverneur, v	1.78	1.78	:	:
	, 83 (83)	`1	North Lawrence—Lawrenceville	&wrence	3.63		:	3.63	:	:
5467	Pet.	7 \ V-1167	Massens Village	[assena		Massena, v	1.84	1.8	:	:
5497	33	17, 18	Ogdensburg—Waddington, Part 1	isbon	9.79		:	9.79	:	:
		4								

1 Items for Nos. 5115 and 5116 combined and awarded as one contract.
1 Total length 11.66 miles. Part in Franklin county.
\* Exclusive of villages.

# ST. LAWRENCE COUNTY -- Concluded

	:	:	:	:	:	:	:		:			:			:	:		:	4.03	:	0.93	
	:	:	:	:	:	i	:		:			:			:	:		:	:	:	:	
7 38	3.5	1.25	<b>.</b> <b>.</b>	6.01	7.25	8.32	6.14		6.28			7.42		8 84	5	4.06	9	0.77	:	3.57	:	
3.67	:	:	:	:	:	$\widetilde{\vdots}$	:	1.80	3.78	:	:	0.15	:		2.28	:	0.79	· :	:	:	:	
Saratoga Sp'gs.								Saratoga Sp'gs	Saratoga Sp'gs.			Mechanicville			Saratoga Sp'gs.		Corinth, v		:			
:	0.69	1.25	1.8 22	6.01	7.25	6.00 2.32	6.14	:	:	0.72	3.59	:	3.68	4.38	:	4.06	2.41	3.05	4.03	3.57	0.92	
	Milton	Wilton	Stillwater	Saratoga	Greenfield		Wilton			Greenfield	Stillwater		(Malta	Malta		Corinth	Corinth	Hadley	Galway	Charlton	Charlton	
	Data woga — Datas to II	Saratoga—Glens Falls, Part 2	Mechanicville—Stillwater	Saratoga—Schuylerville	Saratoga—Corinth	Saratoga—Glens Falls, Parts 4 and 5	Saratoga—Gansevoort, Part 1	Saratoga—Greenfield	Saratoga—Schuylerville, Part 2	Saratoga—Glens Falls, Part 3		Mechanicville—Malta			Maile Dalawer	Saratoga—Corinth, Part 2		Corinth—Hadley	Galway—West Galway	Scotch Church—Blue Corners	Ballston Town Line—Scotch Church	Toler
964		146	76	285	145	565	553	554	558	559		557, 633		KBC 422	m	508, 2125	820, 1160,	V-67	825	817	2257	A Comment of the Land of London
9413	. 11.7	242	243	244	340	441	442		443			910		411	110	741	815		816	817	818	DI.

1 Plans never approved by the Board of Supervisors. This number is therefore void.

\*\*\*Original plans 1.73 miles; 9.27 mile omitted and built as No. 842.

\*\*\*Included in State Route No. 25.

\*\*\*\*Original plans 5.23 miles; 0.27 miles in No. 25.

\*\*\*3.76 miles (Pet. 558) included in State Route No. 25.

\*\*\*\*Original plans 5.23 miles; 4.31 miles included in State Route No. 37-A and built as No. 5542.

\*\*\*\*\*Exclusive of villages.

## SARATOGA COUNTY — Concluded

County 1	COUNTY HIGHWAYS.							Miles an-
High- way No.	Petition No.	Name of highway	*Miles in Town town	City or village	Miles in city or vil- lage	Miles com- pleted	under con- struc- tion	proved and awaiting contract
8191	820, 1160	Ballston—Charlton Town Line	Milton		<u> </u>	:	i	1.88
842	77	Waterford-Mechanicville, Part 1			:	0.27	:	:
9413	V-112	Mechanicville Village	Stillwater Stillwater		:	:	:	:
1117	2118, 2452	Rexford Flats—Wait Corners—	Cliffer De-1- 6 10				4	
1143	V-156	Saratoga Springs Village: South	Cuiton rark 0.10		:	:	0.10	:
		Broadway and Maple Avenue		Saratoga Sp., v. 1.30	1.30	1.30	:	:
1183	8421	Round Lake—Maltaville	Malta 1.16		:	1.10	:	:
1345	3606	Mechanicville—Clifton Park	Half Moon 5.74		:	:	5.74	:
1460	1320, 1517, 562, 3729.	Gansevoort—South Glens Falls	Northumberland 1.08 Moreau 5.52	S. Glens Falls, v. 0.14	0.14	:	6.74	:
1461	556, 563, 3608	Schuylerville—Gansevoort	Saratoga0.44 Northumberland 8.62			:	:	90.6
			Towns 106.29 0.03 Villages 0.03 Cities 12.94		0.93	71.96 0.79 12.94	18.44 0 . 14	15.89
			Totals 106.29	13.87	13.87	86.89	18.58	15.89

3.73

....

1.30 :

:

4.52 5.38 7.52

:

:

:

Villages

Cities..... Totals.

32.56

:

88 83

STATE	STATE HIGHWAYS Routs No.	Sec- tion			
2909	প্ত	13	13 Ballston-Ballston Lake, Part 1	Milton 0.77   Ballston 0.77	Ballston Sps. v.
9909	*8	14	Ballston—Ballston Lake, Part 2		-
5205	<b>43</b>	87	Stillwater—Schuylerville, Part 1	Stillwater 5.38	
5230	43	က	Stillwater—Schuylerville, Part 2	Saratoga 6.41	Victory Mills, v.
5277	$\left\{ \begin{array}{ll} 43 & 4 \\ \text{Pet. V-1123} \end{array} \right\}$	4-1123	Schuylerville Village		
5281	, 39	`	Ballston Lake—High Mills	Ballston 1.77	
5313	$\left\{\begin{array}{cc} 43 & 1 \\ \text{Pet. V-1133} \end{array}\right\}$	$\frac{1}{1133}$	Stillwater Village	Stillwater	Stillwater, v
55194	37-B	1,2	37-B 1, 2 Malta—Ballston Spa	Malta 2.00   Ballston 1.73	
5534	37-A	83	2 Baliston Spa—Scotch Church, Pt. 1 Baliston	: : :	Ballston Spa, v.
5542	37-A	က	Ballston Spa — Scotch Church, Pt. 2	Charlton 4.56	
5592	37-A	1	Ballston Spa Village: High Street	Milton  Ballston	Ballston Spa, v. Ballston Spa, v.
5598	25 Pet. V-]	2 1209.	25 2 South Glens Falls Village: Saratoga Pet. V-1209. Avenue and Main Street	$\left. ight\}$ Moreau	
				Towns 32.56	

3.07 miles included in State Route No. 37-A	of balance not on approved system.	the approval of the Commission.	mitted 0.19 mile at grade crossing. This
3.07	miles	with	oiles o
1 Original plans 4.95 miles.	and built as No. 5534. 1.33	2 Final resolution rescinded	3 Original contract for 2.75 n

was built under supplemental agreement.

Original contract forfeited July 3, 1916.

\* Exclusive of villages.

### SCHENECTADY COUNTY

5	6		•				Aı	N N	UAL	R	EPO	RT	OF	THE	C							
	Σ, "	and awaiting contract	:	:	:	:	:	:	:	:	:	:	:	:	:	:	:	:	:	:	:	:
;	Miles	etruo- tion	:	:	:	:	:	:	i	:	:	:	:	:	:	:	:	:	:	i		7 . AO
		Miles com- pleted	2.00	:	1.15	0.35	0.13	1.71	2.35	3.8	7.10	3.96	4.76	7.32	5.75	2. %	2.79	1.37	4.16	2.15	4.22	:
	Miles	is city or vil- lage	0.60	:	:	:	:	:			:	Ĩ.		:	:	:	:	:	:	. 6	0.8	:
		City or village	Schenectady, c.	•																Sobeneoteds o	Scotia, v	
<b>-</b>		•Miles in town	1.40	:	1.15	0.35	0.13	1.71	1.18	3.03	7.10	3.78	4.76	2.09	5.75	2.3	2.79	1.37	4.18	1.40	4.02	1.70
SCRENECIADI COUNTI		Точп	Niskayuna		Duanesburg	Duanesburg	Duanesburg	Rotterdam	Rotterdam.	Niskayuna	Rotterdam	Rotterdam	Rotterdam	Rotterdam.	Duanesburg	Niskayuna	Rotterdam	Duanesburg	Duanesburg	Glenville	Glenville	Niskayuna
Nanoc		Name of highway	Troy—Schenectady, Part 1	Crane Street	Quaker Street, Part 1	Quaker Street, Part 2	Quaker Street, Part 3	Broadway—Fort Hunter	Schenectady—Albany	Troy—Schenectady, Part 2	Schenectady—Guilderland	Rotterdam Junction—Pattersonville	Schenectady—Rotterdam Junction.	South Schenectady—Mariaville	Mariaville—Montgomery County L.	Schenectady—Vischers Ferry	Schenectady—Duanesburg, Part 1	Esperance—Esperance Station	Central Bridge—Quaker Street, Pt. 2	Schenectady—Thomas Corners	Scotia-Saratoga County Line, Pt. 1.	Vischors Ferry Niskayuna
	COUNTY HIGHWAYS	Petition No.	6, 55	58	89.	191	219	187	185	55, 926	\\ 186, 681,\\ 930,003	927	57, 927	360, 928, 998	991	2460	929	1203	1205, 1604	3446, V-229.	3501	3003
	COUNTY !	High- way No.	1	<b>20</b>			106		179	407 1	577 •	640	641	788	789	793	880,	1028	10297	1172	1338	1453

3.42	3.42	3.42				
6.33	8 : :	8.28	::::	5.62	8. 8 8. 9 8. :	8 8
	55.18 0.20 1.26	56.64	2.09 5.31 1.27	0.90	12.85	15.02
	0.20	1.46	1.27	0.90	2.17	2.17
		. "	Scotia, v	Scotia, v		. "
6.33 0.24 2.57 0.61	66.88	66.88	2.09 5.31	3.96	3.34	21.81
Duanesburg Rotterdam Princetown	Towns Villages Cities	Totals=	Glenville	Glenville		. ' . "
Duanesburg—Esperance			Scotia—Wyatte Wyatta—Hoffman	Scotia—High Mills	nesburg—Quaker Street  iits after plans were approved. Coult 115, Laws of 1908. 155 feet at the R. R. omitted from	Included in State Route No. 7-A.  10.08 mile included in State Route No. 7-A.  10.06 mile included in State Route No. 6.  1 included in State Route No. 7-A. No. 6.  1 included in State Route No. 7-A. No. 6.  1.015, and forelited September 20, 1915. Ro-awarded November 1915, and forelited September 6, 1916.
		8	tion 4, 6 5, 7 V-1009	2 V-1197 4, 5	Route N ectady c er Sec. 1	Route N in State in State Route N orfeited i Septem
3509		State Highways Route	No. 6 6 6 6 6 6 6 6 6 6 6 6 6 6 6 6 6 6 6	39 (39 (Pet. V	i51 7-A 6 Dua Included in State Route No. 42. a fineluded in Scheneckady city list then be built under Sec. 1. Chan to the fortiginal contract 1.18 miles.	Included in State Route No. 7-A. No. 0.68 mile included in State Route No. 10.60 mile included in State Route No. 7-A. Original contract forfeited September 1915, and forfeited September 1915, and forfeited September 6, 1916.
1454		STATE	5030 5110 5132	5314 5496 5545	Included Inc	Dela 0.58 0.06 0.06 Origin 20, 1915 Excl

### SCHOHARIE COUNTY

OUNTE	County BIGHWAYS	98	CHOC	SCHUHAKIE CUUNII		76.5			Miles ap-
į		•		*Miles		Miles in city	Miles		proved
Way No.	Peti: N	Petition No.	Name of highway	In Town town	City or village	or vil-	com- pleted	struc- tion	awaiting contract
1216	3266.	3266	Central Bridge—Sloansville	Schoharie 0.73 Esperance 3.43		<u> </u>	4.16	i	:
1234	3267. V-324	3267	$\left. \left. \left. \left. \left. \left. \left. \left. \left. \left. \left. \left. \left. \left$		. н	1.27	4.9	i	:
1347	3263	3263	Gilbos—Conesville	Gilbos 1.18	•	:	:	4.43	:
1467	3527.	3527	Cobleskill—Sharon Springs, Part 2.				:	:	5.25
1472	3266.	3266	Sloansville—Charleston, Part 1	Seward 3.96 Esperance 1.84		<u>:</u> :	:	÷	1.84
				Towns 19.40 Villages Cities		1.27	7.88	4.43	7.09
				Totals 19.40	'	1.27	9.15	4.43	7.09
STATE F	HIGHWAY8				"				
50391	Route No.	Sec- tion 9	West Berne—Gallupville	Wright 3.37	•	:	3.37	:	
2086	7	7,8	Gallupville—Vrooman	Wright1.82		<u> </u>	5.02	:	:
5195	7	9	Vrooman—Howes Cave			:	5.05	:	:
5286 5286-A	. 7	ĸ	Howes Cave—Cobleckill	Cobleskill 3.85	Cobleskill, v	0.89	4.74	į	:
18789	יס	1	Grand Gorge—Stamford—Harpers-field	Gifbon 3.01		:	3.01	:	:

$\begin{pmatrix} 1.45 \\ 0.67 \end{pmatrix}$ 5.59	0.44 8.93	0.70 0.70	0.11 4.79		2.73	6.06 6.06	6.06 41.20 10.69	,	$\left.\begin{array}{cccccccccccccccccccccccccccccccccccc$	6.55	
Schoharie, v Middleburg, v.	Cobleskill, v (Richm'dville, v. 1	Schoharie, v 0	Sharon Sp'gs, v.			9	9		Odessa, v		of se No. 5286-A.
Schoharie 0.84 Middleburg 2.63	Cobleekill 0.08 Richmondville 6.61	Schoharie		Middleburg 0.76 Fulton 7.20	Schoharie 2.31   Esperance 0.42	Towns 45.83 Villages	Totals 45.83		Montour 1.66 Catharine 3.95	Tyrone 6.55	enment changed and 0.62 mile le
Schoharie—Middleburg	$\left\{ egin{align*}  ext{CobleskillWest Richmondville} &  ext{}  ight. \end{aligned}  ight.$	Schoharie Village: Main Street	Sharon Springs—Sharon	Middleburg—Breakabeen	Central Bridge—Quaker St., Part 1. $\left\{ \right.$			SCHU	Montour Falls—Alpine, Part $2.\dots$	Tyrone—Reading	Total length 12:09 miles. Part in Albany county.  Original contract 4.78 miles: 644 mile at ende crossing cancelled.  Alignment changed and 0.62 mile let as No. 5286-A
38 1	$\left\{\begin{array}{cc} 7 & 1-3 \\ \text{Pet. V-}1106 \end{array}\right\}$	$\left\{\begin{array}{c} 38 & 1 \\ \text{Pet. V-} 1196 \end{array}\right\}$	38-A 4	38 4, 5	7-A 1			County Highways Petition No.	2758, 3081	2851	al length 12.09 miles
5444	5458	5494	5569	5577 6	5619			COUNTY	666	1005	1 Tota

TOTIGIDAL CONTRACT 4.75 miles; 0.64 mile at grade crossing cancelled. Alignment changed and 0.62 mile let as No. 5286-A.

\* Total length 4.01 miles. Part in Delaware county.

\* A cocepted but final payment refused.

\* Original contract forfeited October 39, 1916.

Miles under	*Miles in city Miles oon- and in city Miles oon- and in city of villes oon- awaiting in town town City or village lage pleted tion contract	Tyrone Town Line-North Reading Reading	Watkins—Salt Point	Townsend-Watkins Dix	Montour Falls-Alpine, Part 1	Alpine—Cayuta, Part 1	Mecklenburg—Perry City Hector 2.75	Bradford—Tyrone	of to	41.14 41.14	Villages 2.12 2.12	Cities	Totals 21.12 2.12 19.24 4.00			4 Watkins—Montour Falls	Montour Falls Montour 0.17	Montour 3.19	1 Watkins—Bennettsburg	7.44
	Name of hi	Tyrone Town Line-	•	Townsend-Watking	Montour Falls—Alp	_										Watkins—Montour	Montour Falls	Horseheads-Monto	$igg \} \ \mathbf{Watkins}\mathbf{Bennetts} igg \}$	Watkins—Yates Co
COUNTY HIGHWAYS	Petition No.	3092	3414	3515	2760, V-155.	2758	3286	3198						STATE HIGHWAYS	Route Sec- No. tion.	12 4	$ \begin{cases} 12 & 3 \\ \text{Pet. } 1040 \end{cases} $	12 1	46 5	12 7, 9, 10
COUNTY	High- way No.	1128	1190	1231	1232	1233	1320	1420				•		STATE I		5047	5160	5208	5295	5334 • 5334-A

$\{12-5,6\}$ Watkins Village; Franklin Street $\{Dix$ Watkins, v 1.08 \\ Pet. V-1103\} Watkins, v 0.67\} 1.75 \\ \end{array}	39-A 1 Horseheads—Cayuta Cayuta 1.12 1.12	39-A 2 Cayuta—Newfield Cayuta 1.31 1.31	6         3-4         Townsend—Watkins         Dix         5.61         Watkins, v         0.42         6.03           5         8         Perry City—Trumansburg         Hector         0.80         0.80         0.80	Towns. 23.00 5.80 14.97 2.23 Villages. 6.99 6.57 0.42 Cities	Totals 23.00 6.99 12.37 15.39 2.23	SENECA COUNTY	Petition No. 18-K Seneca River, North Side Seneca Falls 1.30		Reservation Road—Fayette   Seneca Falls 1.11
>	39-A 1 H		8 8						
<u> </u>			5557 46 5575 7 46			COUNTY HIGHWAYS	Pet 273 518-	3208 518	

Part in Chemung county. Original contract 3.19 miles in Schuyler county; 1.46 miles cancelled.

• Original contract 5.15 miles 10.77 mile in town of Hector cancelled.

• Original contract 5.15 miles of 77 mile in town of Hector cancelled.

• Total length 7.85 miles. 0.41 mile in Chemung county. Original contract for 7.17 mile in Schuyler county cancelled; 0.27 mile added and contract for which was forfeited.

• Total length 7.60 miles. 0.41 mile in Chemung county. Cancelled and re-let as No. 5474-A.

• Total length 7.60 miles. 3.22 miles in Tompkins county. Cancelled and re-let as No. 5474-A.

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	Miles under	-doo	tion	:	:	:	2.95	:	:	:	:		:	4.89		2.13		2.63		10.01	00.41	9 3 3	:	12.60	
			pleted	:	3.86	3.19	:	4.03	:	0.72	1.49	3	0.24	:		:		:		8		3	:	24.86	
	Mile	in cit	lage	:		<u>:</u> :	:	```	` :	0.72	0.31	1.18)	0.2 <u>4</u>	0.0	· · · ·	ر ::	0.23	۔۔ :	<u></u>			2.3	:	2.70	
			City or village							Seneca Falls, v.	Waterloo, v	W & Verioo, V	Waterloo, v	Waterloo			Ovid			1					1
Inded	:	*Miles	town	2.45	88. c	3.19	2.95	8.0 8.0	:	:	i	:	:	4.11	92.0	1.12	0.78	1.97	99.0	27 91	19.10	:	:	37.21	
SENECA COUNTY — Concluded			Town	Romulus	Ovid.	Fayette	Fayette	Varick   Fayette		Seneca Falls	Fayette	w sterioo	Fayette	Waterloo	Junius	Romulus	Ovin	Seneca Falls	Туте		:	VIIIs ges	C1268	Totals	•
SENECA			Name of highway	Reservation Road—Romulus	Reservation Road—Ovid	Center Road—Fayette, Part 1	Center Road—Fayette, Part 2	Center Road—Varick	Center Rosd—Romulus	Seneca Falls Village	Waterloo Village			Waterloo-Burns Corner		Willard—Ovid		Seneca Falls—Clyde, Part 1							
	Count Highways	Detleton	No.	518-C	518-D	518-E	518-F	518-G	518-H, 518-J	V-72.	3476, V-316.		V-162	654, 655,	3101	795-F		796-A							
	COUNTY	High-	No.	322	323	324	325	326	3271	944	1211		1399	1400		1401		1416	•						

	:	:	:	:	:	:		
		i	:	:	:	5.01	4.61	5.01
	3.00	5.91	8.41	æ 88	6.50		21.68	25.70
	Image: Control of the control of the	0.23	2.29	Ø:::	0.70			4.42
		Waterloo, v	Seneca Falls, v. 2.29	Ovid, v 0.80	5.80 Interlaken, v 0.70	Interlaken, v	4 43	
	1.10	1.40 4.28	1.12	5.68		2.98 1.63	26.29	26.29
	Serieca Falls	Waterloo	Seneca Falls	Ovid   Romulus	Covert	LodiCovert	Towns 26.29 Villages	Totals
	1 Auburn—Seneca Falls	5, 6 Genevs—Waterloo	Seneca Falls Village	Ovid—Romulus	Interlaken—Trumansburg Covert	45 3-4 Lodi—Interlaken	•	
Seo.	1	5,6	6 2 36 10 Pet. V-1041	36 5, 6 Pet. V-1115	36 1, 2 Pet. V-1096	3-4 V-1163		
STATE HIGHWATS Route No.	•	9	98 Pet.	36 Pet.		Pet.		
STATE H	5042*	2809	2100	5282	5446	5589		

<sup>1</sup> Included in State Route No. 36 and built as No. 5282.

<sup>2</sup> Part in Cayuga county. Total length 3.33 miles. Original contract cancelled.

<sup>8</sup> Exchasive of villages.

### ANNUAL REPORT OF THE

### STEUBEN COUNTY

				•	AN	NU	JAI	L RI	SPC	)RT (	OF	THE	S						
Miles ap-	proved and awaiting contract	:	:	:	:	:	:	:	:	:	:	:	5.58	}	:	:	:	:	
	under con- truction	:	:	i	:	:	:	i	:	į	5.21	i			:	:	:	4.99	
	Miles under com- con- pleted struction	4.33	1.46	6.14	2.07	1.64	3.90	5.98	4.13	6.95	:	9.00			4.09	3.38 38.38	3.42	:	
	in city or vil-	:	:	:	: :	:	:	<u> </u>	` :	:	:	0.59	 :	~;;	1.52	:	:	<u>:</u>	•
	City or village											Savona, v			Cohocton, v	• • • • • • • • • • • • • • • • • • • •			
	*Miles in town	4.33	1.46	3.17	2.07	1.64	3.90	1.22 4.76	4.13	6.95	5.21	4.03	4.93	0.65	1.92 0.65	89 88	3.42	3.8	5
	Точи	Corning	Bath	Corning	Campbell	Cohocton	Troupsburg	Hornellsville	Avocs	Howard	Thurston	BathBradford	Hartaville	Canisteo	Cohocton	Wayland	Wayland	Wheeler	Lrateburg
	Name of highway	Big Flate—Gibson	Bath—Savona	Caton—Corning	Thurston—Campbell, Part 2	Atlanta—North Cohocton	Troupsburg Center—So. Troupsburg	Big Creek, Parts 1 and $2\ldots\ldots$	Big Creek, Part 4	Big Creek, Part 3	Risingville—Campbell, Part 1	Savona—Bradford	2933, 2934 Hartaville—Canisteo		Cohocton—Wayland, Part 1	Cohocton—Wayland, Part 2	Wayland—Dansville, Part 1	Kanona—Prattaburg. Part 2	
IGHWATE	Petition No.	607	909	931	2857, 2924	2877, 2926	2847		2878, 2923			( 2937, 2938) ( 3237, 3238)	2933, 2934.	( 22 000 )	V-226, 953, (3108)	953	953	951. (32)	
COUNTY LIGHWAYS	High- way No.	7421	754:	820	903	<b>3</b> 04	306	906	206	1000 1000-A	1101	1102	1103		1104	1200	1292	1474	

1475 1476 1477	310 330 953 3	3106, 3106 3306 963, V-373, 3659	3306 Seely Creek—Caton, Part 2 953, V-373, Wayland Village	Corning       1.62         Hornby       4.38         Caton       4.00         Wayland       1.10	Wayland		6.00		
				Towns 81.35 Villages Cities	3.84	2.11	1.73	5.58	
				Totals 81.35	3.84	56.58	23.03	5.58	
STATE	STATE HIGHWATS Route No.	rs se tion		l\			1		
5028	4	3,4	3, 4 Corning—Painted Post	Corning0.51 Erwin2.48	Painted Post, v. 0.50	3.49	:	:	
5094	4	10	Painted Post—Addison, Part 2	Erwin 2.50		2.50		:	
5130	15	81	Hornell—Big Creek	Hornellsville 1.01	Hornell, c 0.05	1.06	· :	:	
5204	14	11, 12	Bath—Avoca	<b>Bath3.48 Avoca2.89</b>		8.37	:	:	•
5211	14		1-3 Painted Post—Campbell	Erwin 3.06 Campbell 4.51	Painted Post, v. 0.45	8.02	:	:	
5212	41		14 Hornell—Canisteo	Hornellsville 2.87 Canisteo 0.82	Canisteo, v 0.25	3.94	:	:	-
Į,	sluded in	<sup>1</sup> Included in State Route No. 4. Included in State Route No. 14.	No. 4. No 14.						

ginal contract cancelled. Re-let as No. 1000-A. ginal contract for 3.56 miles included bridges, etc., which were not payed. ginal contract 1.16 miles. 0.10 mile in Hornell omitted from construction and built as No. 5353.

## STEUBEN COUNTY — Concluded

Miles sp-	and awaiting contract	:		:		:	:	:	:	:
	under con- truction	i	:	:	: :	:	:	i	:	:
	Miles com- pleted st	9.43	17.07	8. 82 8. 82	0.58	12.82	5.28	1.89	1.50	10.39
7	in city	2.11	0.71	0.39	0.56	0.69	2.07	1.89	1.50	0.18
	City or village	Savona, v	Woodhull, v	Arkport, v	Hornell, c	Canisteo, v	Addison, v	Bath, v	Avoca, v	Arkport, v
	*Miles in town	3.19	3.08 7.84 4.85 0.59	80 e0	3 :	6.88 5.25	2.20	i	:	0.47 9.74
	Town	CampbellBath	Jasper Woodhull Tussarora Addison	Hornellsville		CanisteoJasper	ErwinAddison	Bath	Avoca	Hornellsville
	Name of highway	Campbell—Bath	Jasper —Addison	Hornell—ArkportAlmond—Hornell	Hornell City: Cemetery Hill	. Canisteo—Jasper	4 6-8 Pet. V-1111 Painted Poet—Addison, Part 3 {	Bath Village	Avoca Village	4, 5 Arkport—Dansville
	Sec- tion	4	9-11	<b>‰</b> ∝	$\begin{bmatrix} \frac{1}{4} & 17 \\ \text{Pet. V-}1145 \end{bmatrix}$	4 12, 13 Pet. V-1063	4 6-8 Pet. V-1111 Pet. V-1116	14 8-10 Pet. V-1134	13	4,5
HWATS.	Route No.	14	4	15	} 4 Pet. 7	4 Pet.	Pet.	14 Pet. 1	14	15
STATE HIGHWATS	High-	5224	5233-B 5233-B 5253-C 5253-D	5254 5254	53421	5348 4 5348-A 5348-B	5349 • 5349-A	5350	5351	5352   6 5352-A 5352-B

			<b>01</b> 2			4100	LOM	at Of III	OH WA
	:	:	:	:	:	:	:		
i	i	:	:	2.67	:	i	5.76	7.70	8.43
0.23	0.85	3.48	4.27	:	1.72	7.31	:	93.67 14.57 1.69	109.93
0.33	0.85	0.78	0.88	0.73	0.78	1.41	:	1.69	16.99
Hornell, c 0.23	Corning, c	2.70 Hammondsport	Bath, v	0.54 Arkport, v 1.40	0.94 Canisteo, v	Cohocton, v		15.30	
:	i	2.70	1.43	0.54	0.94	4.13	5.76	01.87	01.37
		Urbana	Bath	Hornellsville	Canisteo	AvocaCohocton	Cohocton	Towns 101.87 Villages	Totals101.37
$\left\{ egin{aligned} & 1 \\ 15 \\ \end{matrix}  ight\} &  ext{Hornell City: Canisteo Street} \ldots \end{aligned}  ight.$	$\begin{cases} 4 & 2 \mid \text{Corning City: East Market and West} \rangle \\ \text{Pet. V-} 1088 \end{cases}  \text{Pultney Streets}$	Bath—Hammondsport, Part 2	Bath—Hammondsport, Part 1	3-A Arkport—Van Scoters Corners	$ \left\{ \begin{array}{l} \textbf{4-B} & 1 \\ \textbf{Pet. V-1146} \end{array} \right\} \text{Canisteo-Whitesville, Part } 1$	<u> </u>	Cohocton—Naples, Part 1		
15	2 V-1088	က	1, 2	3-A	3 1) V-1146	14, 16	17, 18		
51 4	Pet.	13	13	12	Pet.	14	14		
5353					5537				

Original contract for 17.07 miles cancelled; 6.99 miles, let as No. 5253-4, rancelled and re-let as No. 5253-D; 5.71 miles re-let as No. 5253-B, of which 5.50 miles were cancelled and re-let as No. 5253-B, and which 5.50 included by special agreement. Top course built by Division Engineer.

\*\*Softward closed by special agreement.\*\* Top course built by Division Engineer.

\*\*Original contract 12.82 miles; 7.55 miles acceled, thus reducing length.

\*\*Original contract 12.82 miles; 7.55 miles acceled, of which 1.32 miles were re-let as No. 5348-A and 6.63 miles as No. 5349-B.

\*\*Original contract 10.39 miles; 5.86 miles cancelled, of which 4.30 miles in Dansville, 0.47 mile in Hornellsville and 0.18 mile in Arkport village were re-let as No. 5552-A and 0.91 mile in Arkport village were re-let as No. 5552-A and 0.91 mile in Arkport village were re-let as No. 5552-A and 0.91 miles in Alegany county.

### ANNUAL REPORT OF THE

### SUFFOLK COUNTY

COUNTY HIGHWAYS.

Miles approved and and awaiting	contract	:	:	:	:	:	:	:	:	:	:	:		:	:		:	:	:	:	11.58	
Miles under con- struo-	TOD:	:	:	:	:	:	:	:	:	:	:	:		:	9.57		:	:	10.50	3.26	:	
Miles com-	pleted	:	3.82	7.69	4.08	10.14	5.30	3.81	3.01	6.69	6.79	3.87	1.58	3	:	3	1.66	4.69	10.50	:	:	
Miles in city or vil-	30	:	:	:	:	:	:	:	:	:	:	:	1.24	0.32			:	:	:	:		
:	City of village												Sag Harbor, v	Sag Harbor, v								•
Miles in	town	:	3.82	7.69	4.08	10.14	5.30	3.81	3.01	6.69	6.79	3.87	:	:	7. % %	9	1.61	4.69	10.50	3.25	2.91 8.67	
•	Town		Babylon	Southampton	Islip	Huntington	Easthampton	Shelter Island	Southampton	Brookhaven	Brookhaven	Smithtown	Easthampton	Southampton	Islip. Smithtown	B.E.J.	Compion	Babylon	Southampton	Smithtown	Southampton	•
:	Name of highway	Crescent Avenue	Amityville—Babylon	Quogue—Riverhead	Babylon—Bay Shore	Huntington—Amityville	Sag Harbor—Easthampton	Shelter Island, Part 1	Sag Harbor—North Haven	Port Jefferson—Coram	Coram-Patchogue	Smithtown-Fort Salonga, Part 1			East Islip—Smithtown Branch	Huntington Town Line-Farming-	dale, Part 1	Huntington-Amityville, Part 2	Quogue—Southampton	Smithtown-Fort Salonga, Part 2	Bridgehampton—Devon	
Petition	0	277	2141	2153	2161	2149, 2665	2154	2160	2885	2859	2860	2845	V-267 3475		3010, 3011	\( 2142\)	3510	2142	2152, 3352	2845	3352	
High-	No.	2891	693	694 :	7432	794	846	910	911	9124	1018	1048	1208	2	1208	1910	1610	1219	1274	1291	1495	

			Towns 96.06 Villages		1.56	61.16 23.32 1.56	23.32	11.58	
			Cities		:		:		
			Totals 96.06	1.56		62.72	23.32	11.58	
STATE HIGHWATS	IWATS			1					2
	Route Sec-					9			TAT
5008 51118	35 27		Huntington 5.56		:	ه ا ا	:	:	Eί
. 1110		Colono a de de la casa de la composição de la composição de la composição de la composição de la casa de la composição de la casa de la composição de la casa dela casa de la ca	:		-	3	:	:	٥د
5112	35	3 Jericho Turnpike, Part 3	Smithtown 4.60			4.90	:	:	MM
5232 ), 5232-A	35 4, 5	4, 5 Smithtown—Port Jeffereon	: :		~~	11.59	1.59	:	tissic
5200	$\left\{egin{array}{ccc} 35 & 22 \  ext{Pet.} &  ext{V-}1059  ight\}$	Babylon Village	Babylon	Babylon	1.32	1.32	:		NER
2300	35 24 Pet. V-1049	$\left. rac{24}{049}  ight\}$ Amityville Village	Babylon	Amityville, V	1.04	1.Q	:		OF 1
5301	35 19, 20	Bay Shore—Brookhaven Town Line	Islip 12.86		:	12.86	:	:	1110
<b>2488</b>	35 16, 18	Patchogue—Moriches	Brookhaven 11.71	Bellport, v	1.18	12.80	:	:	GН
			•	1		-			W.A
1 United St.	ates governmen	United States government appropriated adjacent property thus voiding	Trillogo			98.14 9.14	AC:11	:	YS
Included i	n State Route	No. 35.	Cities			5	:	:	1
• 8.04 miles • 1.40 miles	included in Stain	ite Route No. 35.			. ı		:		
Accepted decision.	in 1913. Acc No. 5111 and	<ul> <li>Accepted in 1913. Acceptance resended in 1915. Awaiting court decision.</li> <li>Frome for Nos 5111 and 5119 combined and let as one contract.</li> </ul>	Totals 49.73		3.54	41.68	11.59	:	

25

\* Items for Nos. 5111 and 5112 combined and let as one contract.

\* Original contract cancelled. Re-let as No. 5232-A.

\* Original contract cancelled. Re-let as No. 5232-A.

\* Original contract for 12.92 miles cancelled. Plans were changed to 12.86 miles and re-let.

\* Exclusive of villages.

### ANNUAL REPORT OF THE

### SULLIVAN COUNTY

		2001	SUPPLIATING COUNTI						
COUNTY	COUNTY HIGHWAYS					#NG:Jon	<b>F</b>	Miles N	Miles ap-
	Patition		W*	Miles		in city			and
Zo So Zo Zo Zo Zo Zo Zo Zo Zo Zo Zo Zo Zo Zo	No.	Name of highway	Town to	town (	City or village	or vii- lage	pleted	tion	contract
669	1230	Liberty—Jeffersonville, Part 1	Liberty 6	6.57	:	:	6.57	:	:
200	1211	Liberty—Jeffersonville, Part 2	Callicoon 5	5.15		:	5.15	:	:
795	1216, 2500	-	Delaware 5	5.26	:	بـــ :	8		
		terdale $\int$	Cochecton 0	0.94		<u>`</u> ::		:	:
88	1216, 2528	Falls Milla—Callicoon	Delaware 4	4.82		:	4.82	:	:
82 <del>4</del>	1216	Stone Bridgs—Falls Mills	Delaware 3	3.34		:	3.34	:	:
<b>08</b>	1241	Monticello-Mongaup Valley	Thompson 4	4.35		:	4.35	:	:
1986	2516	Fosterdale—Mongaup Valley $\bigg \{$	Cochecton 2	2.53		: ::		10.97	:
1463	1221	Liberty—Woodbourne, Part 2		5.63		: :::		3	•
1478	2527	Forestburg—Orange County Line		4.01				4.01	
1483	3730	Mongaup—Pond Eddy		5.69				:	5.69
				I	1			1	
			•	56.73		:	30.43 2	20.61	5.69
			:	:		:	:	:	:
			Cities	:		:	:	:	:
			Totals 56	56.73	1		30.43	20.61	5.69
STATE HIGHWAY	UGHWATS				ıı				
	Route Sec-								
5035		8 Monticello-Liberty, Part 1		2.48		:	2.48	:	:
62231	4 12	12 Liberty—County Line, Part 1	Liberty	5.52 3.02		::	8.54	:	
5234 5234-A	4	13, 14 Liberty—County Line, Part 2	Rockland	8.51		:	:	8.51	:

			S	TAT	е Соз	Mission	ER OF	HIGHWAYS	771
•	:	:	•	:					
:	:	:	:	i	8.18 0.43	15.87	17.12		
1.37	8.45	6.48	0.72	1.56		26.67	29.60	4.01 7.39 7.39	÷
1.37		<u> </u>	:	1.56	1.25	1.18	4.18	}	Vo. 5234
Liberty, v				Monticello, v	Wurtsboro, v			116. Reawarded A	veing completed as ?
:	4.16	0.47 6.01	0.72	:	6.93 0.43	42.54	42.54	4.01 5.16 2.23 ay 31, 19	16 and t
Liberty	Thompson	MamakatingThompson.	Thompson	Thompson	Mamakating Mamakating	Towns Villages	Totals,	TIOGA COUNTY  Spenoer  Owego  Newark Valley	red acceptance. 15. Cancelled April 6, 19
$\{11\}$ Liberty Village	10 Monticello—Liberty, Part 2	Bloomingburg—Monticello, Part $2$		Monticello Village: Broadway and Jefferson Street.	Bloomingburg—Monticello, Part 1 Bloomingburg—Monticello, Part 1			TIO  Petition No. 2637, 2848,  Owego—Newark Valley	*Original contract declared forfeited by Commission. Courts ordered acceptance.  *Original contract forfeited July 10, 1914. Re-let March 20, 1915. Cancelled April 6, 1916 and being completed as No. 5234-A.  *Portion omitted from original plans for No. 5457.  *Portion omitted from original plans for No. 5510.  *Exclusive of villages.
11 V-1127	9, 10	4, 6	ın ʻ	7 7-1194				n No	t declar from ori from ori from ori
{ 4 Pet. V-11	4	4	₹,	\ \ \ \ \ \ \ \ \ \ \ \ \ \ \ \ \ \ \	` 44 44			Он WATS  Petition No. 2638 2637, 2848	Original contract de Original contract for Portion omitted from Portion omitted from Exclusive of villages.
9623	2222	5457	2467-A 4	2490	5510 5510-A •			COUNTY HIGHWAYS  845 2638  927 {2637, 3 2888	Origina Origina Portion Portion

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	.•	TIOGA CO	TIOGA COUNTY — Concluded	<b>~</b>			•		
County HIGHWAYS	IGHWATS			-	•	Miles	-		Miles ap- proved
No.	Petition No.	Name of highway	*Miles in Town town		i City or village	in city or vil- lage	Miles com-	con- struc- tion	and awaiting contract
1076	3016, 2636	Newark Valley-Berkshire, Part 2	Berkshire 4.29	•	:	:		4.29	:
1007	2925	Newark Valley-Berkshire, Part 1	Newark Valley 3.	3.20 Ne		1.52	4.72	:	:
1078	2969, 3722	Waverly-Lockwood	Barton5.		Waverly, v	0.28	:	9.00	:
1079	2922	Spencer—Candor, Part 2	Candor 3.97			0.10	:	4.07	:
1452	3026, 3584	Richford—Harford Mills	Richford 5.	5.50		:	:	5.50	:
				!	ŀ				
			Towns 34.10			:		19.50	:
			:	:	1.88	1.88	1.52	0.36	:
			Cities	:		:	:	:	:
			Totals 34 10		ı	8	18 19	80	
STATE HIGHWAYS	HWATE		: "	•		3	•		
	Route Sec-								
<b>5049</b>		10 Waverly-Owego, Part 1			Waverly, v	8. 8. 0.	2.58	:	:
2168	4 9	Waverly—Owego, Part 2	Barton. 3.	2. S		:	5.34	:	:
52151	4	Owego-Bingharfton		_		0.72	9.85	:	:
5257	9 4 8 Pet V-1081	8 Waverly—Owego, Part 3		~	A COMMO	~~ 00	9.71	:	:
1080	4 12	12 Lowman—Waverly, Part 3	Barton. 0.89	•	Waverly, v	0.08	0.02	:	:
<b>25,33</b>	\ \ \ \ \ \ \ \ \ \ \ \ \ \ \ \ \ \ \	4 11 Pet. V-1114 Waverly Village	Barton	Wa		1.28	1.28	:	:
<b>12.1</b> 20	$\begin{cases} 36 & 1-3 \\ \text{Pet. V-1187} \end{cases}$	36 1-3 Pet. V-1187 Owego—Candor, Part 1	Очеко	52 O	0.52 Owego, v 1.11	1.11	1.63	:	

Barton.         0.44           Tioga.         2.55           Candor.         5.34         Candor, v.         1.19           Towns.         35.53         5.45           Villages.         5.545         5.45           Cities.         5.55         5.45           Totals.         35.53         5.45           PKINS COUNTY         1.60         1.60           Ithacs.         1.57         1.57           Dryden.         1.38         1.157           Dryden.         0.34         1.38           Dryden.         0.73         0.73           Caroline.         3.71         1.14acs.           Caroline.         2.12	Barton	0.44	9.08	35.53	40.98	M. M. 1881 U.N	1.87	3.17 9	3.66		4.44	2.12	
	Towns  Towns  Villages  Villages  Cities  Cities  Totals  Ithaca  Ithaca  Lansing  Ithaca  Dryden  Ithaca  Dryden  Ithaca  Ithaca  Lithaca  Lithaca  Lithaca  Ithaca  Ithaca  Ithaca  Ithaca  Ithaca  Ithaca  Ithaca  Ithaca  Ithaca  Ithaca  Ithaca  Ithaca  Ithaca  Ithaca  Ithaca			5.45	5.45								
		:		Towns 35.53 Villages	Totals 35.53	PKINS COUNTY							
160 4-6 36 4-6 36 4-6 36 4-6 36 100 4-6 141		5420	5471			County Highways Petit No.	72	3363	338 454 <b>4</b>	455	483	909	Part i

### TOMPKINS COUNTY — Continued

1				3						
COUNTY FIIGHWAYS	IGHWATS					7		Miles	Miles ap-	
High No.	Petition No.	Name of highway	*Miles in Town town		i City or village	Miles in city or vil- lage	Miles con- pleted		proved and awaiting contrart	
1919	1422, 1496	Trumansburg-Ithaca	Ulysses 6. Ithaca 2.	6.03			8.66	:	:	
z 189	1489	Ithaca—Dryden, Part 1		3.12			4.72	:		•
682	1489	Ithaca—Dryden, Part 2		3.95		:	3.95	i	:	
8 88	1491	Drygen—Coruand, Fart 1		2.13		<u> </u>	4.49	: :		
1001	1498, 1690	Enfield Center—Ithaca	Enfield4. Ithacs2.	2 4 5 2 17 8 8 17 8			6.45	:	:	ILEI
1002 *	3017	Groton VillageFreeville Village			Groton, v Freeville, v	0.38	2.54	i	:	J
1003	3019	Dryden Village	Dryden	Dry	Dryden, v	1.32	1.17	:		) E 1
1003-A 4	1499	Mitchell Street—East Town Line		•		:	0.30	:		1115
1004	1202, 1680	Cooks Corners—Brookton	Dryden	0. <del>1</del> 6 2.80		 ::	4.58	:	:	
).	1201 1431, V-299.	Staterville Springs—Caroline Groton—Cayuga County Line	Caroline	2.18 1.92 Grot	Groton, v	0.85	2.77	:	:	
1189	1691, 2533	Enfield Falls—Enfield Center		36.		· :::	:	6.34	:	
1330	1687	Ithaca—Esty Glen		84.1			:	2.48	:	

1431	1984, 120	1201	Brookton—Speedsville, Part 1, &   Slatersville Springs — Caroline,   Caroline	Caroline 3.38		:	:	3.38	:
1432	1487.		West Danby—West Danby Station. Danby	Danby 0.43		:	:	0.43	:
1433	V-35.	3, 3718, 5	V-353, 3718, Cortland—Groton, Parts 3 & 4	Groton 5.40	Groton, v	0.46	:	5.86	:
1134	V-34.	7, 3719	V-347, 3719 Ithaca City: Mitchell Street		Ithaca, c	0.61	:	0.61	:
				Towns 74.95		:	56.92	18.03	
				Villages		3.62	3.16	0.46	:
				Cities		0.61	:	0.61	:
				١					
				Totals 74.95		4.23	89. 88	19.10	:
STATE HIGHWAYS	IGHWAYS								
	Route No.	Sec- tion							
5043	98	4	Ithaca—Danby, Part 1	Ithaca 2.59		:	2.59	:	:
5122	36	က	Ithaca—Danby, Part 2	Danby 3.24		:	3.24	:	:
5190	36	7	Ithaca—Trumansburg		Ithaca, c	1.06	1.06	:	:
5206	36 Pet.	36 9) Pet. V-1060 \	Trumansburg Village	Ulysses 0.14		1.40	1.54	:	:
5213	, 36	1, 2	Ithaca—Danby, Part 3	Danby 4.34		:	4.34	:	:
5214	89-A	<u>∞</u> ∞	. Ithaca—Newfield	Ithaca 0.94 Newfield 2.62	Newfield, v	1.53	5.09	:	:
5225	6	Ġ	Varna Crossing	Dryden 0.53		:	0.53	:	:
5256	11	4	Esty Glen—South Lansing	Lansing 3.10		:	3.10	:	:
5294	6	10, 11	Etna—Freeville—Dryden	Dryden 5.31	Freeville., v	1.38	6.69	:	:
1 Inch	<sup>1</sup> Included in State Route No. 36.	te Route	No. 36.			:	,		

Included in State Route No. 9. Original contract 3.63 miles in Dryden. 0.51 mile omitted from construction and included in No. 5225.
10.53 mile included in State Route No. 9.
10.53 mile included in State Route No. 9.
10.54 mile included in State Route No. 9.
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10.55 mile included in State Route No. 9.
10.55 mile included in State Route No. 9.
10.55 mile included in State Route No. 1003

Miles	Miles under proved in eity Miles con-struc-swating lage pleted tion contract	3.22	6.29	0.61 3.32 2.46	35.36 2.71 2.46 4.92 4.31 0.61	5.98 40.73 3.32 2.46	5.06 5.72 4.00 4.90
	City or village			Trumanaburg, v. (			
Conclud	*Miles in town	0.18		1.00 1.95 2.71 2.46	Towns 40.53 Villages	Towns 40.53	7 5.66 4.00 4.90 4.94
TOMPKINS COUNTY — Concluded	Town	Ithaca	Newfield	Newfield	Towns Villages Cities	Towns	ULSTER COUNTY Shandaken Shandaken Woodstook Baugerties  Ulster
TOMPKIN	Name of highway	Ithaca-West Danby, Part 1	1,2 Cayuta—Newfield	Ithaca—West Danby, Part 2 Perry City—Trumansburg South Lansing—Myers			ULS Ulster—Delaware, Part 1 Ulster—Delaware, Part 3 Saugerties—Woodstock, Part 1 Saugerties—Woodstock, Part 2
•	Sertion	63		$\begin{pmatrix} 1-A \\ 2-A \\ 1 \\ 5 \end{pmatrix}$			нимлтв Б5-А 65 116-А
State Highways.	Route No.	G	39-A	9 46 11			COUNTY HIGHWAYS Pattion 16* 65-A 31* 65 37* 116-A 38 116-A
STATE H	High- way No.	5379	6474 1 5174-A	5567 6575 * 5627			COUNTY 161 314 371 38

117	65	Ulster, Delaware, Part 2	Shandaken	5.09	:	5.09	:	:
118	131	Shandaken—Hurley, Part 1	Olive	<b>4</b> .00	:	<b>4</b> .00	:	:
141	130, 474	Kingston—Ellenville, Part 3	Wawarsing	6.82	:	6.82	:	:
142	287	Saugerties-Woodstock, Part 3	Saugerties	2.85	:	2.85	:	:
. 2281	113	Saugerties—Kingston	Saugerties	83.58 88.88		5.66	:	:
220	115	Kingston—High Falls	Ulster Rosendale	1.79		6.91	:	:
330	132	Kingston-Ellenville, Part 1	Marbletown	8.27	:	8.27	:	:
231,	338	Post, Part 1	Lloyd	7.08	:	7.08	:	:
305	143	Kingston—Ellenville, Part 2	Rochester	7.25	:	7.25	:	:
300	144, 321	Kingston—Ulster Landing	Ulster	5.56	:	5.56	:	:
307	253, 413	Plattekill-Modena	Plattekill	7.16	:	7.16	:	:
308	322, 479		New Palts	83.88	 :	4.16	:	:
8008	956		r.eopus	8	 ···			
310	417	Old Post Road	Esopus	4.25		4.25		
311 10	417	Post, Part 4.	Esopus	:			:	
349 n	416	Saugerties—Catskill		:	:	:	:	:
350	423, 424, 473,		Plattekill	2.30	  ::			
	482	Highland—Gardner, Part 1	:	4.20		7.30	:	:
			Marlboro	0.80				
Part Total	Part in Schuyler county.	Cancelled and re-let as No. 5474-A. Part in Schuyler county.						

<sup>5.45</sup> miss neduded in State Route No. 5.
Included in State Route No. 5.
Included in State Route No. 5.
2.29 miles included in State Route No. 5.
Included in State Route No. 3.
Included in State Route No. 3.
3.84 miles included in State Route No. 3.
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### ULSTER COUNTY -- Continued

COUNTY HIGHWATS

<b>a</b> R	in a		:	•		:	•	•	2	2		•	; <u>;</u>	•	•		•		•		•	:	•	
Miles approved						:	:	:	60 9	5		:	5.57	:	:		:		:		:	:	:	
Miles under con-	etruc- tion		:	:		:	:	:		:		:	:	10.24	:		:		2.73		3.12	0.55	3.17	
	com- pleted	7 8	3	1.91		:	1.12	1.95		:	60 2	90.0	:	10.24	2.13		1.13		:		:	: :	:	
Miles in city	or village	<u>:</u>	:	:	<u>:</u>		:	:	::	:	2.08	<u></u>	:	:	2.13		:	1.8	:	-:	:		3.17	
	City or village										New Palts, v	• • • • • • • • • • • • • • • • • • • •	• • • • • • • • • • • • • • • • • • • •		Rifton, v			Kingston, c					Rosendale, v	
•Miles	to Ma	3.24	4.58	1.91	:	:	1.12	1.95	6.23	0.60	2.78	1.08	5.57	10.24	:		1.13	:	0.53	1.20	3.12	0.55	:	
	Town	Plattekill	Gardner	Hurley	Woodstock	Hurley	Lloyd	Rosendale	Woodstock	Shandaken	New Paltz	Gardner	Woodstock	Wawareing	Esopus		Olive		Ulster	Hurley	Shawangunk	Mariboro	Rosendale	
	Name of highway	Highland—Gardner Part 2		Kingston—Ellenville, Part 4	Woodstock—West Hurley		Highland Landing—Highland	Rosendale—Perrines Bridge	$\int \mathbf{Bear} \mathbf{sville - Beechford - Mt.\ Pleas-} $	ant	Now Poltz—Plattakill	TIGHT TOTAL TRANSPIRE	Bearsville-Willow	Napanoch-Montela	Rifton Village	Cold Brook-Beechford and	Ashokan Reservoir		Hurley—Kingston		Wallkili-Newburgh, Part 1	Milton Landing-Milton	V-282, 3205, $Rosendale Village$	
	Petition No.	433 480	· · · · · · · · · · · · · · · · · · ·	476	481		740	420	793		(809, 810,	3297, V-264.	264	475, 3555	V-11	131-A, 3459.			3204, V-367		3554	1677	V-282, 3205, 3721	
High-	way No.	351	}	352	3531	}	354 :	419	4993	772	679	1	602	603	921	1186			1373		1417	1418	1419	

1.80	14.20	14.20					:	:	:	:	:	No. 5570.
2.79	18.43 3.17 1.00	22.60			:		:	:	:	:	i	eted as
	4.19	129.58			3.23	3.83	3.57	4.82	1.08	2.30	0.24	y construc
: :	7.36	8.36			:	0.52	:	: :	0.0	3.		highwo
						Marlboro, v			Marlboro, v	Pine Hill, v		ervoir. Balance of
1.80	58.02	58.02			3.23	3.30	3.57	8.69 8.69	0.48 1.06	92.0	0.09 0.15	kan res
: : !	Towns158.02 Villages	Totals158.02	11		:		:			:		the Asho
Marbletown Saugerties	Towr Villa	Total			Ulster	Marlboro	Saugertiee	Uleter Kingeton	Hurley	Shandaken	Ulster Esopus	art flooded by
High Falls—Stone Ridge Marbletown.	Towr Villa Citie	Total			Saugerties—Kingston, Part 2		:		Hurley Marlboro—County Line Marlboro	Pine IIill—Griffin Cornere	Eddyville Bridge Esopus	ule No. 5. Original plans 4.41 miles. Part flooded by miles.
552 High Falls—Stone Ridge	Town Villag	Total		Ser tion	:		:	Uleter   Kingston—West Hurley   Kingston	 : :		9 Eddyville Bridge Esopus	itate Route No. 5. Original plans 4.41 miles. Part flooded by let 1.17 miles.
High Falls—Stone Ridge Ulster Landing—Glasco	Town Villag	Total	;	State Highwats Routs Section No. tion	10 Saugerties—Kingston, Part 2	$\left\{\begin{array}{c} 2 \\ \text{Wilton-Marfboro.} \end{array}\right\}$	:		 : :	Pine IIill—Griffin Cornere	3 9 Eddyville Bridge Esopus	Included in State Route No. 5. Original plans 4.41 miles. Part flooded by the Ashokan reservoir. Balance of highway constructed as No. 5570.

Toriginal contract 1.17 miles.
 Uniginal plans 8.85 miles, of which 2.02 miles were built as No. 16.
 Uniginal contract 1.07 wide completed by Division Engineer.
 Pratin Orange county. Total length 3.44 miles.
 Part in Orange county. Total length 2.18 miles.
 Exclusive of villages.

### ULSTER COUNTY -- Concluded

J	Miles approved and and awaiting contract	:	•	0.49	N UAL	, IU		0.14 MET	. (	0.49	TH	E		•		:::	:
	Mil.				•	1	•	J	١		1						
	Miles under con- struc-	:	2.97	:	1.85	2 97		:		4.82				:		:	:
	Miles com-	6.50			:	19.25	2.08	:		27.13				7.56	2	#). A	2.12
	Miles in city or vil-	:	<u> </u>	•	1.85		3.93	0.14		4.07				<u></u>		· · · ·	:
	City or village			Kingston, c	Saugerties, v												
	*Miles in town	6.50	1.90	0.35	:	28 37	3	:		28.37				89.4	8 8 8 8	5.78	2.12
	Town	Esopus	Hurley.	Eeopus	Saugerties	Towns	Villages	Cities		Totals		WARREN COUNTY		Queensbury	Caldwell	Bolton	Queensbury
	Name of highway	5, 6 Old Poet, Part 4	West Hurley—Woodstock	Kingston—Port Ewen	3 12, 13 Saugerties Village							WAR	_	Glens Falls—Lake George		Lake George—Bolton Landing	Sandy Hill-Glone Falls
٠ ــ	2860 tion	5, 6	က	æ '	12, 13 V-1077								ra TB Petition	o V		:	1986, 1987
CHWAYE	Route No.	က	ιĊ	ಣ	3 Pet								Highwa P	954	Š	404	1980
Seame HIGHWAYS	High-	2208	5570	5599 1 5599-A	5601 3								COUNTY HIGHWAYS	417	9.7	<b>818</b>	33

:	:	:	:	:	:	:	:	:	:		•	:		:			:	:	:	:	
:	:	:	:	:	:	:	:		5.13	5.13	:	:		5.13			:	:	:	:	
5.75	8. 20.	4.12	7.13	3.67	0.17	3.52	6.36	5.84	:	64.75	0.17	:		64.92			1.63	1.48	1.53	6.54	
:	:	:	:	:	0.17			` <b>:</b>	:	:	0.17	:		0.17			:	1.48	:	:	
					Lake George, v.													Lake George, v.			
5.75	<b>3</b> .8	4.12	7.13	3.67	:	3.21 0.31	2.02 4.34	5.84	5.13	88.	:	:		88 69			1.63	:	1.53	6.54	
Chester	Chester	Chester	Гизегре	rell	rell	Warrensburg Thurman	Chester	пп	Hague	Towns	:	Cities	•	Totals	ii		Johnsburg	Caldwell	Johnsburg	Warrensburg	
ů	Che	Ches	Luser	Caldwell.	Caldwell	Warre	Cheste Horico	Horicon	Hague								Johns	Caldw	Johns	Warre	
Riverside—Chestertown Ch.	Loon Lake-Pottersville-Taylor's Ches	North Creek—County Line Ches	Luzerne-Lake George, Part 1 Luzer	Luserne-Lake George, Part 2 Caldw	:	Warrensburg—Thurman Station	Chestertown—Hague, Part 1   Cheste	: :	Chestertown—Hague, Part 3 Hague								:	Lake George Village Caldw		Warrensburg—Chestertown, Part 1.	
Riverside—Ches tertown	746. Loon Lake-Pottersville-Taylor's	North Creek—County Line	Luzerne-Lake George, Part 1	Luserne—Lake George, Part 2	59 Lake George Village	Warrensburg—Thurman Station	824 Chestertown—Hague, Part 1	3360 Chestertown—Hague, Part 2	Chestertown—Hague, Part 3							Sec ton	4 Riverside—Wevertown, Part 1	14 Lake George Village	3 Riverside—Wevertown, Part 2	11, 12 Warrensburg—Chestertown, Part 1.	
Riverside—Ches tertown	746. Loon Lake-Pottersville-Taylor's	North Creek—County Line	Luzerne-Lake George, Part 1	Luserne—Lake George, Part 2	59 Lake George Village		824 Chestertown—Hague, Part 1	3360 Chestertown—Hague, Part 2	Chestertown—Hague, Part 3								4 Riverside—Wevertown, Part 1	14 Lake George Village	3 Riverside—Wevertown, Part 2	11, 12 Warrensburg—Chestertown, Part 1.	

Contract No. 5599 awaiting completion of No. 5599-A which is for bridge abutments only.
 Contract No. 5599 awaiting completion of No. 25.
 Included in State Route No. 25.
 Included in State Route No. 22.
 Included in State Route No. 22. This highway was accepted but contractor refused final payment.
 Exclusive of villages.
 Exclusive of villages.

			WARREN C	WARREN COUNTY Concluded	þ					;	. 02
STATE	STATE HIGHWAYS	• .					Miles	;		Miles approved	
N S	Route No.	Section	Name of highway	Town town	<b>8</b> _ a	City or village	in caty or vil- lage	rom- pleted	struc- tion	and awaiting contract	
5158	\$3	9, 10	Warrenaburg—Chestertown, Part 2.	:	2.77		 ::	6.50	i	:	
5185	52.	81	Wevertown—North Creek		6.57		<u>:</u> :	6.57	:	:	
2227	25	13	13 Lake George—Warrensburg		4.37		 ::	4.58	i	:	
2528	S S	16) V-1183	25 16 Glens Falls City: Glen Street	warrensburg		Glens Falls, c	0.61	0.61	:	:	7771
				Towns 27.35	æ			27.35	:		C AL.
				Villages			1.48	1.48	:	:	
				Cities			0.61	0.61	:	:	LLE
					I						٠,
				Totals 27.35	35		2.00	29.44	:	:	,,,,,
					1						
			WASHID	WASHINGTON COUNTY							, E
Court	COUNTY HIGHWAYS	ęa									111
š	Petiti	Petition No.	Bir arkan Frank Tar	Total Educated 0.09				6			
3 5		199	Core Edward—Salidy Linio	TOTAL CONTRACTOR OF THE PARTY O			:	200	:	:	
. /6			Shunpike				:	3.01	:	:	
2	202	205	Granville—Middle Granville				:	1.31	:	:	
ž	202	205	Granville-Troy Stage		1.25		:	1.25	:	:	
720	••	2268	Sandy Hill—Adamsville		4.76		:	4.70	:	:	
7.00 V	•	2268	Dunham Basin		27.		:	0.24	:	:	
7213		1441	White Creek County Line	White Creek 3.	3.17		:	3.17	:	:	
ļ		:	HOUSE TOWN THIS CIBILLIAN				:	3	:	:	

:23	2027	Whitehall—Fort Ann Town Line		4.77		:	4.77	i	:
7.7.8 1.7.8	221	Cireenwich—Battenville		8.98 9.10		:	5.50 5.10 1.00	:	:
<b>2</b>	2034.	Smiths Basin—Hartford	:	5.25		:	5.25	:	:::
803	2270	Sandy Hill—Fort Ann	KingsburyFort Ann.	7.21			8.23	:	:
942	2598	Smiths Basin—Lime Kiln		99.0		:	99.0	:	:
1080	3088, 3089	Hudson Falls Village	Kingsbury	:	Hudeon Falls, v.	0.97	0.07	:	:
1801	2599	South Argyle-Argyle	Argyle	3.34		:	3.34	:	:
2300	V-184, 3138.	Cambridge Village	Cambridge	: :	Cambridge, v	$\left. egin{array}{c} 0.57 \\ 1.14 \end{array}  ight.$	1.71	i	:
1083	3087	Fort Edward Village	Fort Edward	:	Fort Edward, v.	0.57	0.57	:	:
11094	1444	Cambridge—Ash Grove	White Creek	2.06		:	5.0g	:	:
1223	{ 1445}	Battenville—Salem	Greenwich	4.11		نــــــــــــــــــــــــــــــــــــ	:	5.96	:
1224	2269, 3517	Comstock—Fort Ann		5.05	Fort Ann, v	0.50	5.55	:	:
1436	V 375 3495	$\int$ Greenwich Village: E!m Ave., Main, $\int$	Greenwich	:	Greenwich, v	_		1 43	
PORT!	0.450 (C) (C)	$\left\{ egin{array}{ll} &  ext{Bridge and Eddy Sts.} \end{array}  ight.$	Easton	:	Greenwich	0.53	:	2	:
1437	3543, 1446	Schuylerville—Greenwich	EastonGreenwich	3.20 1.38		· :::	:	4.58	:
153 153 1	3288	Greenwich—Cambridge	EastonJackson	2.23 1.44		: ::	:	6.98	:
			Cambridge	3.32		- ::	•		
<sup>1</sup> Original	contract 6.07 mile	1 Original contract 6.07 miles. 0.50 mile on a spur built by supplementary	Towns	68.18	•		48.60	19.58	
Include:	f in State Route Nes included in Stat	Vo. 22. te Route No. 22.	•	:		5.18	3.75	1.43	:
Original	contract forfeited contract 5.00 mile	*Original contract forfeited June 28, 1916. *Original contract 5.00 miles. 0.24 mile over Barge canal omitted and built as	Cities	:		:	:	:	
Original	contract 5.33 mil	• Original contract 5.33 miles. 0.22 miles additional top laid by supplemental	Totals	68.18		5.18	52.35	21.01	:
* Exclusiv	Exclusive of villages.								

# WASHINGTON COUNTY — Concluded

STATE HIG	Highways								Mila	Miles are
High- way No.	Route No.	Seo- tion	Name of highway	*M Town to	Miles in town	City or village	Miles in city or vil-	Miles com-	under con- struc- tion	proved and awaiting contract
5033	23	<b>∞</b>	8 Salem—Granville, Part 1	Salem 2	2.96		:	2.96	:	:
5113	8	3,4	3, 4 Cambridge—Salem, Part 1	White Creek	2.37	Cambridge, v	1.31	3.68	:	:
5293	22	5, 6		Jackson 5 Salem 0	5.39		-\- ::	6.01	:	
5316	22 Sot.	7 V-1097	$\left\{\begin{array}{cc} 22 & 7\\ \text{Pot. V-1097} \end{array}\right\}$ Cambridge—Salem, Part 3			Salem, v	.88	3.09	:	:
5336	8	9, 10	9, 10 Salem—Granville, Part 2 Hebron		9.01			9.48	i	:
5404	Pet.	12 V-1026	[22] 12 Pet. V-1026 Granville Village		:	Granville, v	1.75	1.75	i	:
5531	22 E	$\begin{array}{ccc} \mathbf{Z2} & 17 \\ \mathbf{Pet. V-1207} \end{array}$		Whitehall		Whitehall, v 1.32	1.32	1.32	:	
5578	22	18	•	Whitehall	•	Whitehall, v	1.89	1.89	:	
5637	77	10		Dresden 5.77			:	:	5.77	:
				Towns. 27.82 Villages. Cities.	& : :	Towns. 27.82 Villages.	8.13	22.05 8.13	5.77	
				Totals 27	18	Totals. 27.82	8.13	30.18	5.77	

			S	TA1	E (	Ом	MIS.	SIC	ZC	ER	0	F H	GI	W	A	8			
									:	:	:	:	:	:	:	:	:	1.88	:
	:	:	: :		:				:	:	:	i	:	:	:	:	2.25	:	6.41
	0.10	0.10			0.10				3.48	1.98	1.16	3.87	3.00	1.99	1.20	3.46	:	:	:
ĺ		:	: :		:				:	:	:	Ĩ.	:	:	:	:	:	:	$\bigcap_{i \in I}$
	0.0 2.0	0.10	: :		0.10				3.48	1.98	1.16	1.67	3.00	1.99	1.20	3.46	2.25	1.88	2.92 3.49
	Dresden	Towns	Villages Cities		Totals	WAVIIO COIIMPA	TINOOO ANT		Rose	Walworth	Macedon	Rose Galen	Lyons	Marion	Palmyra	Williamson	Butler	Huron	Lyons
	South Bay Bridge					W. V.			Clyde—Resort, Part 2	Dugway, Part 4	Macedon—Cator Four Corners	Clyde—Resort, Part 1	Lyons—Sodus Point, Part 1	Marion-Williamson, Part 1	Manchester—Palmyra, Part 2	Williamson Station-Pultneyville	Wolcott-Savannah, Part 3	Clyde-Resort, Part 3	Lyons—Sodus Point, Parts 2 & 3
IGHWAT 1 Laws of	1912						SAMMO VS	Petition No.	1635	1173	1619	2054	1529	3025	2100	2042	2064	2055	2049, 1529
Special Highway <sup>1</sup> Chapter Laws	518						County Highways		860	861	918	919				994	1058	1059	. 1060

<sup>1</sup> Total length of contract 0.36 mile of which 0.26 mile was for bridge and treatle work. 

• Exclusive of villages.

			WAYNE CO	WAYNE COUNTY Concluded	ded						100
COUNTY	SOURTY HIGHWAYS						Miles		Miles under	Miles approved	•
112	Petition No.	ion	Name of highway	Town	• Miles in town	City or village	in city or vil- lege	Miles com- pleted	con- tion	and awaiting contract	
7	2042	:	Williamson Station—Williamson	Williamson	0.73		:	0.73	:	:	
186	V-291, 2975.	2975.	Red Creek—Fairhaven	Wolcott	3.54	Red Creek, v	0.63	4.17	:	:	
406	2042	:	Marion-Williamson, Part 2	Marion	<u>26</u> 26			:	3.67	:	
1407	2091, 2046	946	Newark-Sodus, Part 1	Arcadia	3.97		: :	:	3.97	:	A
				Ė	9			3	1 6 9	00	NΝ
				Villages	47.00		: 0	0.63	10.0	8 :	UA
•				Cities	: :		} : ; :	} : ; :	: :		LI
											KΕ
				Totals	42.50		0.63	25.04	16.30	1.88	PO
Frate 1	Frate Highways			"							RI
	Route No.	Sec- tion									. 01
2017	ୟ	7	Clyde—Savannah, Part 2	Savannah	2.01	Savannah, v 0.97	0.97	2.38	:	:	9 1
10,005	8	4	Clyde—Savannah, Part 1	Galen Savannah	: :		Ĩ.	:	:	:	HE
0808	8	3-6	3-6 Clyde—Savannah, Part 1	Galen	2.76	Clyde, v,	0.90	4.55	:	:	
2127	8	13	Union Hill—Ontario Center	Ontario	3.48		<u>:</u> :	3.48	:	:	
0673	530 Pet. V.	1,2 $-1124$	$\begin{cases} 30 & 1, 2 \\ \text{Pet. V-}1124 \end{cases}$ Wolcott—Red Creek	Wolcott	4.62	Wolcott	1.34	7.01	:	:	
872	° 20	` =	, Ontario Center—Williamson	Ontario	2.93		:	4.50	:	:	
2440	દ્ધ	10	10 Ontario Center-Williamson, Part 2		2.28		: :	2.28	:	:	

<b>15.</b>	8	8,9	8, 9 Williamson—Sodus	Williamson 2.62 Sodus 3.32	6 6		5.94	:	:
2603	31	-	Geneva-Lyons, Part 3		_	0.37	2.80	:	
5632	930	6, 7	:	Sodus 5.85	5	:	:	5.85	:
					•				
				Towns 34.86	9	:	<b>2</b> 6.03	5.85	:
				Villages		4.63	4.63	:	:
				Citios		:	:	:	:
					1				
				Totals 34.86	g	4.63	33.6 <u>4</u>	5.85	:
					n.				
			WESTCE	WESTCHESTER COUNTY					
COUNTY	COUNTY HIGHWAYS								
	Petition	u		٠					
11	77	:	Hastings-Ardsley	Greenburg 0.60		:	0.60	:	:
<b>8</b>	98-A.	:	Ardsley—Elmsford, Part 1	Greenburg 2.58	3 Elmsford, v	0.48	3.06	:	:
	.•			Mamaroneck 0.61	I				
2	105	:	Mamaroneck-White Plains		. New Rochelle, c.	0.75	2.78	:	:
				Scarsdale	. Scarsdale, v	1.42			
Ä	106-A	:	White Plains-Armonk, Part 1	North Castle 4.03		:	4.03	:	:
35	96		Ardslev—Filmsford Part 2		Elmsford, v	0.44	2.16		
}			 :	Mt. Pleasant 0.28		:			
R	106-A	:	White Plains-Armonk, Part 2	North Castle 3.02	2	:	3.02	:	:
10.21	mile in Galen	and 0	10.21 mile in Galen and 0.41 mile in Savannah. This contract covered only the placing of corduroy and preliminary grading. Pavement placed under No. 5089. Now York City built on new location 3.34 miles to replace 3.08 miles of No. 30 which were fooded by Kensico reservoir. The mesent mileses is shown.	only the placing of corduroy at of No. 20 which were flooded by	nd preliminary grading	. Pavem	ent placed	under	No. 5089.
80.57	mile included	1.5	the Route No. 2.	Of INO. 20 WHICH WELL MOUNTS I	by tremstoo test test.	en rd on r	Succession of the	200	ij

\*0.57 mile included in State Route No. 2.

\*1.01 miles included in State Route No. 1. New York City built 1.17 miles to replace 1.36 miles of No. 35 which were flooded by the Kensico reservoir. The present milesge is which were flooded by the Kensico reservoir. The \* Exclusive of villages.

### ANNUAL REPORT OF THE

# WESTCHESTER COUNTY -- Continued

COUNTY	COUNTY HIGHWAYS							Miles	Miles an-	
High-	Petition No.	Name of highway	Me i Town	Miles in town	City or village	Miles in city or vil- lage	Miles com- pletted	under con- struc- tion	proved and awaiting contract	
5	107	Armonk—Mt. Kisco		88.1		 ::	4.45	:		
3				۲.		<u>:</u>	) i			
511	108	Mt. Kieco-Bedford	Bedford5	2. 2.		:	5. 2.	:	:	
523	66	Unionville-McKeels Corners	Mt. Pleasant 3	8		:	3. <b>6</b>	:	:	
23	100	McKeels Corners—Briarcliff		: 6	Briarcliff M'r, v	0.8 <del>5</del>	1.78	:	:	
	,		Ossining	_	Briarcliff M'r. v	1.31				
7	. 101	Briarchiff Manor—Echo Lake					2.65	:	:	
149	55	Unto I also Dinas Bridge		2.54			2 14			
04.7	102	Lond Lake—I mes Dinge	Yorktown0	89.		<u></u>	9. I <del>4</del>	:	:	
			*	.12		:				
1443	100	Pedford—Cross River	-	0.36		:	5.03	:	:	_
			Lewisboro 0	0.54						
148	103	Pines Bridge—Yorktown Heights	Yorktown 3	<b>6</b>		:	3.49	:	:	
9	2	Varbitan Haishta District	Yorktown 1	.57		ر :	a Ca			
<b>64.1</b>	5	TOTALOWII ITERBING—I USBAIN CO. L.	Somers 5	5.05		:::	9	:	:	
150	110	Cross River-Turk Hill	က	13.		:	3.27	:	:	
151		Turk Hill-Putnam County Line	::::	88.		بـــ :	8	•		
5			North Salem 5	2.60		· · · ·		:	:	
<b>3</b> 01	170	Peekskill-Salem Center, Part 1	<b>1</b> 13	5.86		:	5.86	:	:	
<b>3</b> 93	170	Peckskill—Salem Center, Part 2	4	8	• • • • • • • • • • • • • • • • • • • •	:	<b>4</b> .86	:	:	
3314	170-A	Peekskill—Salem Center, Part 3	Cortlandt	8 8		÷	88			
į			I OFECOWD	8		:			•	

332	170.	Peekskill—Salem Center, Part 4	Yorktown	33		:	3.23	:	:	
<b>₹</b>	102, 103	Kitchawan—Croton Lake	Yorktown	22.52		:	7 7 7	:	:	
203 € \	956	Tarrytown—White Plains	Greenburg	2.41	Elmsford, v	1.61	7 20			
مــہ	956	White Plains-Rye, Parts 1 & 2	Harrison	3.30		···	30.	:	:	
519	972.	Mt. Kisco—Pleasantville.	New Castle	3.35		۔۔ :	3.92	:		
			Mt. Pleasant	0.57		_ ::				
	972	Pleasantville—Pocantico Hills	Mt. Pleasant	3.55		:	3.55	:	:	S
	988	Mt. Kisco-Millwood	New Castle	4.39	• • • • • • • • • • • • • • • • • • • •	:	4.39	:	:	ТА
	1302	Croton River—Peekskill	Cortlandt	5.88	Peekskill, v	0.13	6.01	:	:	TE
	. •	٠	Ossining	1.16		 ::				: (
768	1281, 1001	Ossining—Kitchawan	New Castle	1.77		 :	5.86	:	:	)O2
			Yorktown	2.93						му
769	1830	Amawalk—Woods Bridge	Somers	4.21		· :	4.21	:	:	118
770	2166	Goldens Bridge—Turk Hill	Lewisboro	3.85		:	3.85	:	:	SI
775	1831	Goldens Bridge—Croton Falls	Somers	4.13		<u>~</u> ::	4 42			ON:
<b>)</b>		·····	North Salem	0.29		:		:	:	E
<b>3</b> 8	1832	White Plains Town Line-Harrison.	Harrison	2.91		· :	2.91	:	:	0
365	V-44	Mt. Kisco Village	New Castle	:	Mt. Kisco, v	1.74	3.01	:		r t
	2166	Cross River—Crafts Corners	Degiora	. 6	MIT. IMBCO, V	1.27	6			iig
		CIOCA TAVA CIOCA COLLEGE	Tominhous	3 5		:	3	:	:	Н
006	2199	Woods Bridge—Lewis Corners	Lewisboro Bedford	71.0		: :	4.26	:	:	WA
106	2731	Port Chester—Crystal Springs, Pt. 1	Rye	1.89		:	1.89	:	:	YS
96.5.1	2 - 1 - 1 - 1 - 1 - 1 - 1 - 1 - 1 - 1 -	. W. t								

<sup>1.1.16</sup> miles included in State Route No. 1.
10.04 mile included in State Route No. 2.
10.07 mile included in State Route No. 2.
10.07 mile included in State Route No. 2.
11.50 miles included in State Route No. 2.
11.50 miles included in State Route No. 2.
11.50 miles included in State Route No. 1 and 0.10 mile in Route No. 2.
10.04 miles included in State Route No. 1 and 0.10 mile in Route No. 2.
10.04 miles included in State Route No. 1.
10.05 miles included in State Route No. 1.

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- Continued	
COUNTY	
WESTCHESTER	

		WESTCHESTE	WESTCHESTER COUNTY Continued	rtinue	ָ קַ				;
COUNTY E	COUNTY HIGHWAYS							Miles	Miles ap-
High-			***	'Miles		in city			pus.
N.O.	No.	Name of bighway	Town tov	town (	City or village		pleted	tion	contract
1018	2107	113 Section 21 Section 20	North Castle 1	1.63		:			
6101	***************************************	Crystal Springs—Cuapitaqua—Mill—	Mount Pleasant 0	0.86		~ :	7.24	:	:
			New Castle 4	4.75		:			
1052	2166	Crafts Corners—Vists	Lewisboro 4	4.69		:	4 69	:	:
1053	V-142	Ardsley Village	Greenburg		Ardsley, v	1.46	1.46	:	:
1167	V-189, 2884.	Hastings-on-Hudson Village: Saw							
		Mill River Road	Greenburg 0	0.64 E	Hastings, v	0.0	1.28	:	:
1207	V-268, 3474.	Croton-on-Hudson Village: River-							
		side Avenue	Cortlandt 0	0.02	Croton, v	1.28	1.8	:	:
J 9061	2198, 2199,		Bedford 0	0.97		ــــر :		1	
دسر 900	3181, 3617	Williams Corners—Scott Corners	Poundridge 4	4.75		`: :	:	27.0	:
1907	9100		:	0.89		ــــ :		•	
7001	0719 9404	Ossuming—Jahluwood	:	1.00		· ::	:	80. T	:
1308 *	2/13, 5003,	Hawthorne—Pleasantville	Mt. Pleasant 2	2.15		` :	:	2.15	:
13001	9002	Desirabilia Distances Country I in a	Cortlandt 2	2.18		ر :		ç	
- 2001		recession durant county range	Yorktown4	4.45	• • • • • • • • • • • • • • • • • • • •	···	:	3	:
			Ossining 0	0.56		:			
1323	3560, 2195	Ossining—Kitchewan—Pine Bridge.	New Castle 2	2.42	•••••••••	:	:	4.62	:
			Yorktown	1.64		:			
1324	2812	Whitehall Corners—Wright Corners.	Sommers 3	3.02	• • • • • • • • • • • • • • • • • • • •	:	:	3.02	:
1325	2813	Thorn Corners—Teed Corners	Sommers 2	2.81		:	:	2.81	:
1340	2809, 2810	Grant Cor.—Rundall Cor.—Bailey							
		Cor.—State Line	North Salem 4	4.25		:	:	:	4.25
1341	3561	Weaver Street—Quaker Ridge	Scarsdale		Scarsdale, v	0.18	:	0.35	:
		,		:					

1370 {	3652	52, V-366, 3	3652, V-366, Harts Corner—White Plains $\left.\begin{array}{c} 3652, \text{ V-366}, \\ 3679 \end{array}\right.$	Greenburg 0.89	White Plains, c.	0.92	:	:	
1456	3653 T-	3653, T-3, T-4)	Westchester Avenue				:	:	1.09
1457 {	3688	, 3216, 91	3688, 3216,	Harrison         0.62           Rye         3.20           Rye	Mamaroneck Rye	$\begin{bmatrix} 0.53 \\ 0.27 \end{bmatrix}$	:	4.62	:
				Towns181.24 Villages Cities		13.69	144.42 12.71 0.75	30.66 0.98 0.17	6.16
				Totals181.24		15.53	157.88	31.81	7.08
STATE HIGHWAYS	IGH WAY	<b>zo</b>							
	Route No.	Sec-							
5003	-		9 Armonk-Byram Lake	:		÷	3.44	:	:
5146	1	10	Byram Lake—Bedford	North Castle 1.94 Bedford 1.40			3.34	:	:
5147	63	13	Peekskill—Fishkill, Part 1	•			1.89	:	:
5226	-	6, 7	6, 7 White Plains—Rye Lake	Harrison 5.01 North Castle 2.00			7.01	:	:
5231	81	61	Yonkers—White Plains	:		` :	5.22	:	:
5298 5298-A	,	13	Bedford—Goldens Bridge	Bedford 5.50 Lewisboro 1.53		$\widehat{\vdots}$	2.03	:	:
Original	d contrac	t forfeited	Original contract forfeited May 1, 1916.						

## WESTCHESTER COUNTY — Concluded

			WENTCHENTE.	WESTCHESTER COUNTY - Concluded		led				
BTATE HIGH	HIGHWATS						N:	•	Ailes M	files ap-
High-				-	Miles		in city		-uoc	and and
No.	Route No. tio	tion For	Name of highway	Томп	S in	City or village	or vil- lage	_	tion	awaiting contract
5321		53. W	White Plains—Rye, Part 2		:	White Plains, c.	1.64	1.64	:	:
5355	,	4 T	Tuckahoe-White Plains, Part 1	East Chester	2.43		:	2.43	:	:
5356	$\begin{pmatrix} 1 & 5 \\ \text{Pet. V-1110} \end{pmatrix}$		White Plains Village		i	White Plains, c.	2.24	2.24	:	:
5357	$\begin{vmatrix} 1 & 2 \\ \text{Pet. V-}1152 \end{vmatrix}$		Bronxville Village	East Chester	i	Bronxville, v	0.95	0.95	:	:
5358		Z 	Mount Vernon City: Columbus Ave.		:	Mt. Vernon, c.	0.28	:	:	0.28
5359	c1	<u>~</u>	Yonkers City: Central Avenue		:	Yonkers, c	6.48	6.48	:	:
6360	61	4 및	<u></u>	Greenburg Mount Pleasant	$0.18 \\ 2.76$	Tarrytown, v N. Tarrytown, v	0.55 $1.55$	5.04	:	:
53611	$\left\{egin{array}{ccc} 2 & 5 \  ext{Pet. V-1153} \end{array} ight\}$	SS BB	Briarcliff Manor Village	Ossining	:	Briarcliff Manor	0.83	0.83	:	:
5362	 	3 T	Tuckahoe Village	East Chester	:	Tuckahoe, v	0.25	0.25	:	:
53631	2 1:	12 Pe	Peekskill Village	Cortlandt	÷	Peekskill, v	<b>3</b> 5.0	25.0	:	:
5364 5364-A	2 6, 8	6,8	Ossining—Croton River	Ossining	1.68		i	1.68	:	
6371	(41   Pet. V-111	$\widetilde{\widetilde{\mathfrak{s}}}_{\widetilde{\mathfrak{s}}}$	41 3 Larchmont Village	Mamaroneck	i	Larchmont, v	98.0	0.95	:	:
5372	, <del>4</del> 1	Ž `o´	aroneck	Mamaroneck	0.73		:	0.73	:	:
5373	41	5 E R	41 5 Rye Village	Rye	:	Rye, v	2.85	2.85	:	:
5374	41	ă.	Pelham—New Rocholle	Pelham	0.20		:	0.20	:	:
6375	41 1 Pet. V-113	14 P	41 14 Pelham Manor Village	Pelham	:	Pelham Manor.	1.34	1.34	:	:

										_		
:	: :	:	:	2.74	2.74	3.03					:	
i	' :	:	4.30	:	4.29	4.29				:	:	
1.29	4.74	2.17	:		40.65 13.67 10.36	64.68				4.50	1.43	
0.64		2.17		2.74	 16.41 10.64	27.05			•	$\overline{\vdots}$	`	
Mamaroneck, v. 0.64 Mamaroneck, v. 0.65		Ossining, v		Scarsdale								
0	<del>4</del> .06	i	2.91 1.38	:	4 2 : :	44.94				8 23 8 23	1.43	
RyeMamaroneck	North Salem.	Ossining	Greenburg	Scarsdale	Towns 44.94 Villages Cities	Totals	"	WYOMING COUNTY		Castile	Castile	
41   4   Rye. P. 1143   Mamaroneck Village   Mamaroneck	Falls. North Salem.	$\left\{ \begin{array}{c} 2 \\ \text{Pet. V-1204} \end{array} \right\}$ Ossining Village		1 4-A Pet. V-1221 Tuckahoe-White Plains, Part 2				WYON	•	Castile Center—Perry Center	Castile—Castile Center	made. lled. Re-let as No. 5364-A.
$   \left\{     \begin{array}{l}       41 & 4 \\       Pet. V-1143 \\       13   \end{array}   \right. $		$\left\{\begin{array}{cc} 2 & 7 \\ \text{Pet. V-1204} \end{array}\right\}$	ີ ຕ <i>ໍ</i>	1 4-A Pet. V-1221					COUNTY HIGHWAYS Petition No.	1914, 1954	1914	Final settlement never made. Original contract cancelled. Original contract cancelled. Exclusive of villages.
5376	·	2819	5671	} 9099					COUNTY	854	802	Original Exchange

### WYOMING COUNTY — Concluded

				An	NUAI	נו	KE	PC	RT	r (	F	TI	ΙE					
Miles Ap-	proved and awaiting contract	:	:	:	:	1.94	3.44	2.21	:	:		:	:	7.11	0.54		7.65	
	under con- struc- tion	i	:	:	3.52	:	:	:	1.53	:	9	3	4.73	14.27	2.50		16.77	
	Miles com- pleted	3.61	3.56	2.01		:	:	:	:	2.79		:	: :	13.48	4.42		17.90	
	in city or vil-		` :	0.87		` :	0.54	:	1.53	2.41	:	0.97	<u></u>	:	7.46		7.48	
	City or village			Perry, v Perry, v			Attica, v		Castile, v	Arcade, v		Attica, v						
	*Miles in town	2.18	3.56	<b>:</b> :	1.53	1.94	2.90	2.27	:	0.38	2.68	3.34	3.08	34.86	: :		34.86	"
	Town	Eagle	Java	Castile	JavaSheldon	Arcade	Attica	Bennington	Castile	Arcade	Bennington	Attics	Orangevillo Warsaw	• .	Villages	•	Totals	•
	Name of highway	1925, 1980, Bliss—Smiths Corners	Java Center—Java Village	Perry Village	Java Village—Wales	Arcade—East Arcade, Part 1	Attica—Schaub Corners	Darien Center-Bennington, Part 2.	Castile Village	_	Ã	Parts 2 and 3	Varysburg—Warsaw, Part $2.\dots$					
County Highways	Petition No.	$\left\{\begin{array}{ccc} 1925, & 1980, \\ 2898. & & \end{array}\right\}$	1941, 2865.	V-73	2863, 3079	1896	1905, 3136	1908	3207	3342, V-300	1904-7-9	3559, V-338	1759, 1758					
COUNTY	High-	893	<b>\$0</b>	975	1926	1055	1056	1057	1088	1155	1267		1349					

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: ·

		:	<b>*•••••</b>	:		:	
			:	i		:	
		2.66	.3.5)	<b>8</b> .88	0.48	3.88	3.93
	•			$\begin{array}{c} 2.52 \\ 0.55 \end{array}$		98.0	3.93
				Warsaw, v $2.52$ Gainesville, v $0.55$		Wyoming, v	
		0.59 2.07	0.8 8.89	2.19 3.63	0.48	1.53	15.57
		Warsaw0.59 Covington 2.07	Warsaw	Warsaw	Gainesville	Middlebury 1.53   Covington 1.49	Towns 15.57 Villages
		Warsaw—Pavilion, Parts 1 and 5 { Warsaw	Warsaw—Pavilion, Part 2	16 4, 6   Warsaw—Gaineaville   Gaineaville   Gaineaville   Gaineaville	5 Warsaw—Gainesville Gainesville 0.48	9, 10 Warsaw—Pavilion, Parts 3 and 4 { Middlebury	
	Sce- tion	7, 11	ø '	4, 6 7-1085 7-1089	•	9, 10	
3HWAY8	Routs No.	18	16	Pet.	16	16	
STATE HIGHWAYS		5024	5134	2400	2400-A 3	5410	

### YATES COUNTY

COUNTY HIGHWAYS

	Petition No.					
202	•	Naples-Woodville	Italy 0.87	0.87	 :	0.87
2264	365	Kinneys Corners J	Jerusalem	:	:	:
	1					

<sup>1</sup> Original contract forfeited July 10, 1914. Re-awarded September 28, 1915 and forfeited May 26, 1916. Re-awarded June 28, 1916.

3 Fortion as grade crossing omitted from the contract for No. 5400.

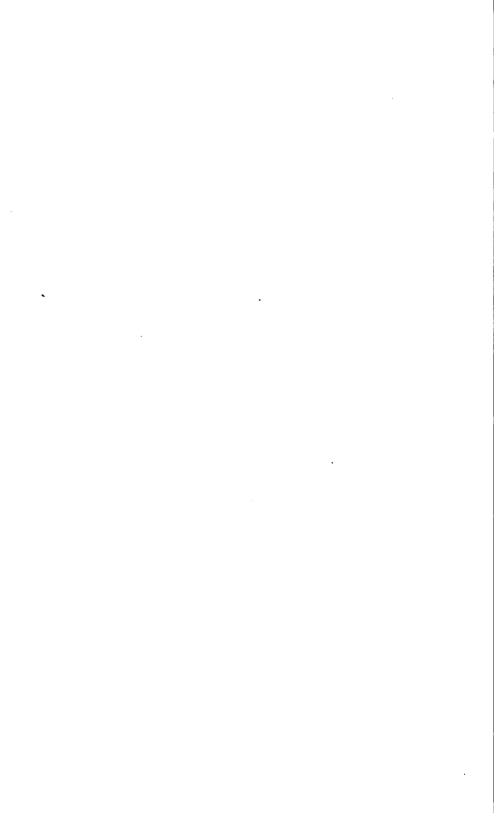
4 Total leaguh 3.45 miles. 2.58 miles in Ontario county.

4 Enord of Supervisors rescinded approval of plans before amendment to Chapter 115, Laws of 1898, prohibited such action.

4 Exclusive of villages.

YATES COUNTY — Concluded	High Niles Miles Miles Aviles on and in city Miles on and in city or ville com- structure. Swaling No. No. No. Name of highway Town town City or village lage pleted tion contract	1205 V-276, 3271. Dresden—Penn Yan.   Torrey. 2.70 Dresden, v 0.81   5.18     Milo 0.32 Penn Yan, v 0.07	5.53 Penn Yan, v	3487, 3489,   Rushville—Potter—Middlesex—  Potter	Towns 19.82 10.70 9.12 Villages 1.86 1.35 0.51 Cities	Totals 19.82 1.86 12.05 9.63	State   Hohw Aye   Section   North Reading
--------------------------	--	--	------------------	---	---	------------------------------	--

5324.A	-	12 3-6	Dur	3-6 Dundee-Penn Yan	Starkey         0.46           Barrington         5.17           Milo         5.26			10.89		:
5334 5331-A	<b>-</b>	12	Wa	1 Watkins—Yates County Line Starkey	Starkey 0.41		:		0.41	:
					Towns 21.18		:	20.77 0.41	0.41	
					Villages	Villages	2.80	2.80	: :	: :
					Totals 21.18		8.8	23.57	0.41	
				•		11				
P. C. C. C. C. C. C. C. C. C. C. C. C. C.	ral lengral cal lengral lengral	Total length 8.15 miles. Original contract 10.89 r. Total length 7.85 miles. Exclusive of villages.	3. 1.94 30 miles 9. 7.44	15 miles. 1.90 miles in Ontario county. et 10.89 miles; 2.47 miles cancelled and re-let as No. 5324-A. is miles. 7.44 miles in Schuyler county. Original contract cancelled. Re-let as No. 5334-A.	to. 5324-A. ontract cancelled. Re-let se N	io. 5334-A.				



### APPENDIX C

Table Showing Status of State Routes
December 31, 1916

### SECTION 120 OF CHAPTER 30, LAWS OF THE STATE OF NEW YORK, OF 1909

Highways to be constructed or improved by the state.— The highways which have been heretofore constructed or improved under the provisions of chapter one hundred and fifteen of the laws
of eighteen hundred and ninety-eight, and the acts amendatory thereof, which are included in
the routes hereinafter described, together with such other highways as are constructed or improved by the commission in accordance with the routes set forth and described in this section,
shall be state highways and shall be constructed or improved at the scale expense of the state as
provided in this article. Such routes are hereby set forth and described as follows:

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### STATE ROUTE No. 1

Commencing at a point on the diviling line between Westchester county and New York, and running thence northerly through Mount Vernon to the diviling line between the town of Eastchester and the city of Mount Vernon, thence northerly along Post road to White Plans, thence southeasterly along Westchester avenue to Purchase street, thence northerly by Purchase street, by Rye lake and King street to state road, thence northerly by same to Armonk, thence easierly and northeasterly through the town of North Castle to Bedford village, thence northerly to Katonah, thence along the east side of the Croton river by Golden's bridge and Purdy's station to a point on the dividing line between Putnam and Vestchester counties at or near Croton Falls, running thence northerly through the eastern portion of Putnam county by the way of Brewster, to a point on the dividing line between Dutchess and Putnam counties at or near Patterson, running thence northerly by the way of Pawling, Wingdale, Dover Plains, Amenia, to a point to be determined by the commission, on the dividing line between Columbia and Dutchess counties, running thence northerly in Columbia county by way of Copake to Chatham, thence northwesterly to a point at or near Valatie, running thence northerly to a point to be determined by the commission, on the dividing line between and Columbia counties, running thence northerly and northwesterly through the southwestern portion of Rensselaer county to a point to be determined by the commission on the Hudson river opposite or nearly opposite the city of Albany.

<u> </u>			   §	C	MILES OMPLET	ED	ģ	ig #
Section number	FROM	то	Highway number	State	County	Town or corporation	Miles under tract	Approximate mile-
7 8 9 10	N. Y. City Line. Mt. Vernon: No. Corp. Line. Tuckahoe: So. Corp. Line. Tuckahoe: No. Line. Scaredale Town Line. White Plains: So. Corp. Line. White Plains: E. Corp. Line. Mamaroneck River, W. Br. Mamaroneck River, E. Br. Rye Road.	Valhalla Road Armonk Byram Lake Mt. Kisco Road Bedford Katonah Road Goldens Bridge	5358 5357 5362 5355 5606 5356 503 5321 503 5226 35 503 5146 44 5298 5464 775	0.95 0 25 2 43 2 24 1.64 3.88 3.13 3.44 3.34 4.74	1.61 1.16 0.27	0 23		2.74
1 2 3 4 5	PUTNAM Westebester County Line Deans Corners. Serwster: So. Corp. Line Brewster: E. Corp. Line Akins Corners	Brewster: So. Corp. Line Brewster: E. Corp. Line Akins Corners	5006 5438 5098 5203 585	1.80 1.64 1.14 9.80	0.73			
3 4 5 6 7 8	Putnam Co. Line. Pawling: So. Corp. Line. Pawling: No. Corp. Line. Pawling: No. Corp. Line. Pawling Town Line. South Dover Wassaic Steel Works Amenia. Delavergne Hill Amenia Town Line. Shekomeko. Bethel Patchin Corner	Pawiing: No. Corp. Line. Dover Town Line. South Dover. Wassaic Steel Works. Amenis. Delayorgne Hill. Northeast Town Line. Shekomeko	5628		2.92 4.16		3.45 3.52 3.30 3.49	

### ANNUAL REPORT OF THE

### STATE ROUTE No. 1 - Concluded

			¥	C	MILES DEPLETI	₽D	400	all the
Section number	FROM	то	Highway number	State	County	Town or cor- poration	Miles under tract	Approximate mile
1 2 3 4 5 6 7 8 9 10 11-12 13 14 15-16	Dutchess Co. Line. Gallatinville Ancram West Copake Copake Iron Works Hillsdale North Hillsdale Green River Austerlits Spencertown Chatham: E. Corp. Line. Chatham W. Corp. Line. Race Track Valatie: So. Cop. Line. Valatie: Main Street	A COUNTY Gallatinville Ancram West Copake Copake fron Works Hillsdale North Hillsdale North Hillsdale North Hillsdale Creen River Chatham: E. Corp. Line Chatham: W. Corp. Line Chatham: W. Corp. Line Chatham: Soc. Corp. Line Valatie: So. Corp. Line Valatie: St. John's Church Rensselaer Co. Line	5347 5629 540	4.85	3.09			3 30 2 46 4 50 4 10 4 20 4 10 3 30 5 02  1 40 2 60 3 10 0 30 
1, 2 3 4 5, 6 7 8	Columbia County Line  Valatie Road	Albany-Nassau Road	5084 5029 536 202 5107 Cuty	2.90 2.70 0.40	1 34 5 42 6 76	0 40		
		Route totals	No. 1.	81.35		0 63	13 76	45 52 166 03

### STATE ROUTE No. 2

Commencing at Jerome avenue on the dividing line between Westchester county and New Yorkcity and running thence northerly along Jerome avenue and Central Park avenue to Hartsdale, thence along the Sprain road and Landers road to Fair Grounds, thence northerly to cross road between Greenburgh, and Mount Pleasant, thence westerly along the same to the Saw Mill River road and the Tarrytown Lake road to Bedford road, thence along the Sleepy Hollow road northerly and westerly to the Albany post road, thence northerly along Albany post road through Briar Cliff, Ossining and Croton Landing, thence along Old Yorktown road to Cornell Dam, thence along westerly side of Croton lake to Dixie Hill, thence northerly along Croton avenue to Crompound road, thence westerly along Crompound road through Peckskill to Albany post road, thence northerly from Peckskill, to a point to be determined by the commission, on the dividing line between Dutchess and Putnam counties, running thence northerly through the western portion of Putnam county to a point to be determined by the commission, on the dividing line between Dutchess and Putnam counties, running thence northerly, through Blue Store and Johnstown to Bell's Pond, and thence northerly along the Ancram turnpike and North avenue, to the city of Hudson, running thence northerly and the note northerly along the Ancram turnpike and North avenue, to the city of Hudson, running thence northerly along the Ancram turnpike and North avenue, to the city of Hudson, running thence northerses above described.

Amended by L. 1910, ch. 648,

			¥	C	Miles MPLET	BD .	600	te mile built
Section number	FROM	то	Highway number	State	County	Town or cor- poration	Miles under tract	Approximate age to be bo
1 2 2A 3 3A 3BC 3C 4 4A 7 7A 8 9 10 10A 11	N. Y. City Line. Yonkers Town Line. Dobbs Ferry Road. Elmsford-White Plains Rd. Elmsford-White Plains Rd. Eastview-Elmsford Road Brown's Corners. Eastview. Eastview Road. Mt. Plessant Town Line. Briarcliff Manor: No. Corp. Line. Ossining: Main Street. Ossining: Main Street. Ossining: Broadway. Ossining: No. Corp. Line. Croton ville School House. Croton Gr. & Maple Sts. Croton Ave. Peekskill: East Corp. Line.	Ossining: Main Street. Ossining: Broadway. Ossining: No. Corp. Line. Crotonville School House. Croton: Grand & Maple Sts. Peekskill: Yorktown Road. Peekskill: East Corp. Line. Peekskill: First Street. Peekskill: Howard Street.	5359 5231 503 5571 34 52 5571 5360 Town 5361 5363 Village 5482 Village 5482 5363	5.04 0.83 0.31 1.44 0.73 0.92	0.10 0.57 0.04	0.07	0.06	2.25 7.55
18 E	Crotonville: School House	so:  Croton: River Bridge	5147 5364	1.89 23.80 0.45 24.25	2.23	0.42		11.13
1 2 3 4, 5	Westchester County Line Garrison Road Hill Country House	COUNTY Garrison Road Hill Country House McKeel Corners Dutchess County Line	5147 5387 5156 5149	1.74 2.38 4.36 4.17 12.65				
1 2 3 4 5	Putnam County Line Fishkill: Church Street Wappinger Falls: So. St Wappinger Falls: No. Corp. L. Casper Creek.	Wappinger Falls: No. Corp. L Casper Creek	5150 5154 5549 5050 223 5489	3.66 4.81 2.14 0.18			0.88	

### Annual Report of the

### STATE ROUTE No. 2 - Concluded

			ğ	c	MILES	<b>B</b> D	į	1
Section number	FROM	то	Highway number	State	County	Town or cor-	Miles under	Approximate mil
7 7A 8	Rhinebeck Town Line	Poughkeepsie: Massion St. Poughkeepsie: No. Corp. L. Hyde Park Town Line. Hyde Park Vanderbilt Road Rhinebeek Town Line. Rinebeek: So. Corp. L. Red Hook: So. Corp. Line. Red Hook: No. Corp. Line. Red Hook: No. Corp. Line.	City 5489 9003 453 9004 5135 432 5092 552 5095 552	5.22 4.15	3.26	0.83		'
1 2 3 4, 5 6 7 8 9, 10 11–13	Dutchess County Line Jansen Kill Creek Livingston. Bell Pond Hudson: So. Corp. Line rludson: E. Corp. Line Stocknort: Town Line	Hudson: So. Corp. Line Hudson: E. Corp. Line Stockport: Town Line Stottville Stuyvesant Falls	589 5004 5072 5073 5574 341 649 5103	2.59 3.62 5.08 1.17 5.20 5.49	2 63 0 21			
		Route totals		82.15	25.55	3 71	5 17	11 13

### STATE BOUTE No. 3

Commencing at a point to be determined by the commission, on the dividing line between the towns of Orangetown, Rockland county, and the state of New Jersey, running thence northerly through the eastern portion of Rockland county by the way of points at or near Nyack and Haverstraw, to a point to be determined by the commission, on the dividing line between Orange and Rockland counties, running thence northerly from the city of Newburgh to a point to be determined by the commission, on the dividing line between outster and Orange counties, running thence northerly through the eastern portion of Ulster county to a point to be determined by the commission, on the dividing line between Cluster and Orange counties, running thence northerly through the eastern portion of Ulster county to a point on the Rondout creek at or near the present chain ferry known as the "Sleightsburgh Ferry," thence over said creek into the city of Ringston by suitable bridge to be constructed and maintained by the commission, running themce northerly from the city of Ringston to a point to be determined by the commission, on the dividing line between Greene and Ulster counties, running thence northerly through the eastern portion of Greene county to points at or near Catakill, Athens and Coxsackie, to a point to be determined by the commission, on the dividing line between Albany and Greene counties, running thence northerly to the city of Albany.

Amended by L. 1912, ch. 157.

			l ts	c	MILES OMPLET		-doo	ili i
Section number	FROM	то	Highway number	State	County	Town or cor- poration	Miles under tract	Approximate mile-
1 2 2A 3 3A 4 5 6 7 8 9, 10	New Jersey State Line. Sparkill: Highland Avenue. Piermont: S. W. Corp. Line Piermont: St Grand View So, Corp. Line. Nyack: So. Corp. Line. Nyack: No. Corp. Line. Congers.	NYSCK: NO. Corp. Line. Congers. Long Clove. Haverstraw: Main Street. West Haverstraw: Theils Av. Tompkins Cove.	5512 Village 5002 5165 5389	1.61 2.16 1.56	5.88	0.56 0.53		1.35 1.20 1.89 4.47
1 2 3 4 5 6-8 9 9A 10A 11 12-14 15 16	ORANGE Rockland County Line. Garrison Farms. Highland Falls: Main St. Highland Falls: Main St. Mountain Avenue Reservation Road Cornwall: Storm King Road Cornwall: Hudson Street N. Y., O. & W. R. R., North N. Y., O. & W. R. R., North Woodlawn Cemetery Newburg: So. Corp. Line. Newburg: No. Corp. Line. Balmville. Cedar Hill Cometery.	Highland Falls: So. Corp. L. Highland Falls: Mt. Ave West Point-Ct. Valley Road. Storm King Road. Cornwall: Bay View Ave Cornwall: Main Street. N.Y., O. & W. R. R., North. N.Y., O. & W. R. R., North. Woodlawn Cemetery. Newburg: So. Corp. Line Newburg: No. Corp. Line Balmyille	Rt. 4 5573 5498 415 5591 415 42 City 5007 5176	1.46 *2.14 0.38	1.00	2.20	1.17 4.03	2.10 0.48
1 2 3 4 4 5, 6 7 8 8 8 10 11 12–13 14–15	ULSTER Orange County Line. Marlboro: So. Corp. Line Milton Marlboro Town Line. Highland Lloyd Town Lane. 'Ilster Park. Sleightsburg. Kingston: Abeel Street. Kingston: Abanv Ave Kingston: No. Corp. Line Katrine. Saugerties: So. Corp. Line. Saw Kill Creek. McGee's	Milton Lloyd Town Line Highland Esopus Town Line Ulster Park Sleightsburg Kingston: Abeel Street Kingston: Albany Ave Kingston: Albany Ave Kingston: No. Corp. Line Katrine Saugerties: So. Corp. Line Saugerties: No. Corp. Line McLee's McLee's McLee's McLee's	231; 5508; 310; 5539A; City; City; 5000; 228; 5601; 5169	3.82 1.57 6.50	3.30 3.78 3.84 5.66	1.75	0.72 1.86 0.10	
9	Als Eddyville Bridge		5192	0.24				·
• N	ot included in total.			20.01	16.58	2.85	2.68	

### ANNUAL REPORT OF THE

### STATE ROUTE No. 3 - Continued

_			by .	C	Miles OMPLET	ED	8	
Section number	FROM	то	Highway number	State	County	Town or oor-	Miles under tract	Approximate mile
0 1 2 3 4 5 6 7 8,9 10 11,12	Ulster County Line	COUNTY Smith Landing Road. Young's Corners Catskill: W. Corp. Line Catskill: Division Street. Catskill: Division Street. Catskill: Oroek Bridge. Catskill: No. Corp. Line Athens: So. Corp. Line Athens: So. Corp. Line Coxsackie: So. Corp. Line Coxsackie: So. Corp. Line Coxsackie: Corp. Line New Baltimore Road Albany County Line.	R. R. 5166 5027 5366 5409 Villa re 5367 5367 5368 5369 5198 5370	3.87 1.94 0.86 0.23		0.18		
2	Greene County Line	Coeyman Creek.  Becker Corner-Selkirk Road.  Becker Corners.  Bethlehem Center.	193 5499					0.77 3.80 2.10 4.13
		Route totals		61.15				32 19 134 . 78

### STATE ROUTE No. 3A

Commencing at a point, to be determined by the commission, on the Delaware river at or near the city of Port Jervis in Orange county, running themes northwesterly along the Delaware river, as nearly as practicable, to a point to be determined by the commission on the dividing line between Sullivan and Delaware counties, thence to the village of Hancock, connecting with route number four.

Amended by L. 1911, ch. 265.

				C	MILES DMPLET	<b>n</b> D	8	9:3
Section number	FROM	то	Highway number	State	County	Town or corporation	Miles under tract	Approximate mile
1 2 3 4 5	Delaware River Bridge Port Jervis: Pike St Port Jervis: W. Main St Port Jervis: W. Corp. Line	COUNTY Port Jervis: E. Main St Port Jervis: Grand View Av. Port Jervis: W. Corp. Line Old Bolton Basin Mongaup River	City 412			0.52		3.2
1 2 3 4 5 6 7 8 9 10 11 12 13 14 15 16	Mongaup River Upper Mongaup Glen Spey-Fond Eddy Rd. Lumberland Town Line Eldred Blind Pond Beaver Brook Swamp Mills Lava-Tusten Road Narrowsburg-Lava Road Tusten Town Line Cochecton Cochecton Town Line Callisoon Depot Delaware Town Line	COUNTY Upper Mongrup Glen Spey-Pond Eddy Rd. Highland Town Line. Eldred Blind Pond. Beaver Brook. Swamp Mills. Lava-Tusten Road. Narrowsburg-Lava Road. Cochecton Town Line. Cochecton Town Line. Callicoon Depot. Fremont Town Line Basket-Freemont Ctr. Rd. Delaware Co. Line.						2.6 2.0 3.0 1.8 2.6 3.9 2.3
5	Sullivan County Line Sand Pond French Woods	E COUNTY  and Pond French Woods  Hancock: So. Corp. Line  Hancock: Route No. 4						5 7 4.6 2.1 0.5
		Route totals			2.33	1.36		58.5

### STATE ROUTE No. 4

Commencing at a point to be determined by the commission on route number three, running thence through Orange county by the way of Middletown to a point to be determined by the commission, on the dividing line between Sullivan and Orange counts, running thence westerly and northerly through Sullivan county by the way of Monticello to a point to be determined by the commission, on the dividing line between Delaware and Is Illivan counties, thence to Deport on the dividing line between Broome and Delaware counties, running thence westerly by the way of Windsor to the city of Binghamton, running thence westerly from the city of Binghamton by the way of Lestershire and Endicott, to a point to be determined by the commission, on the dividing line between Tioga and Broome counties, running thence westerly through the southern portion of Tioga county, to a point to be determined by the commission on the dividing line between Chemung and Tioga counties, running thence westerly and northwesterly through the southern portion of Chemung county, to the city of Elmira, running thence northwesterly through the southern portion of Chemung county, to the city of Elmira, running thence northwesterly through the commission on the dividing line between Steuben and Chemung counties, running thence westerly and northwesterly by the way of Corning, Addison and Canisteo, to the city of Hornell, running thence northwesterly and southwesterly from the city of Hornell to a point at or near Almood on the dividing line between Allegany and Steuben counties, running thence southwesterly to the city of Olean, running thence westerly and Allegany counties, running thence southwesterly to the city of Olean, running thence westerly and in northwesterly from the city of Olean by the way of Salamanca, Little Valley. Napoli and Randolph, to a point to be determined by the commission, on the dividing line between Chautauqua and Cattaraugus counties, running thence westerly to the city of Jamestown, thence northwesterly by the way of Mayville, to W

Amended by L. 1911, ch. 747.

			5	C	MILES	<b>B</b> D	ports selling	
Section number	FROM	то	Highway number	State	County	Town or cor- poration		Approximate mil
1 2 3 4 5 6 7 8  9 10 11–12 13 14 15 16 17	Route No. 3, Highland Falls.  Mine Lake. Central Valley: Mt. Ave "The Pines". Edwards Corners. Iarriman Monroe: So. Corp. Line. Inford & H. R. R. Crossing. Last Chester: No. Corp. Line. Hetter Kill Goshen: So. Corp. Line. Middletown: Goshen: No. Corp. Line. Middletown: Goshen: So. Corp. Line. Middletown: Goshen: So. Corp. Line. Middletown: Goshen: No. Corp. Line. Middletown: Goshen: No. Corp. Line. Middletown: Wickham Ave.	Central Valley: Albany Turn. "The Pines" Edwards Corners. Harriman Monroe: So. Corp. Line Oxford. L. & H. R. R. Crossing East Chester: No. Corp. Line. Otter Kill Goshen: No. Corp. Line. Middletown: So. Corp. Line. Middletown: So. Corp. Line. Middletown: So. Corp. Line. Middletown: So. Corp. Line. Middletown: So. Corp. Line. Middletown: So. Corp. Line. Middletown: Wickham Ave.	46 5144 5297 5297 156 City City	3.31 2.83 1.11	0.47 1.13 1.52	0 75 0 75 0 80	6.27	0 1 1 5 1 2 5 2
6 7 8 9 10 11	Orange County Line. R. R. Crossing (East). R. R. Crossing (West). Sullivan Co. Club. Neversink River (East). Bridgeville. Monticello: E. Corp. Line. Monticello: W. Corp. Line. Kinne Brook. Thompson Town Line. Liberty: So. Corp. Line. Liberty: No. Corp. Line. Liberty: No. Corp. Line.		5457 A 5457 A 5457 A 5490 5035 5322 5322 5296 5223	3.68 0.72 2.80 1.56 2.48 4.16 4.29 1.37 8.54			0 43 5.16	

### STATE ROUTE No. 4 - Continued

			<u> </u>	,C	Miles Oupler	<b>E</b> D	ģ00	built
Section number	FROM	то	Highway number	State	County	Town or corporation	Miles under tract	Approximate age to be b
1-3 4-6 7 8 9, 10 11 11A	Sudivan County Line	LE COUNTY Horton East Branch Bridge Tyler Switch Hancock: W. Corp. Line Deposit: Myrtle Ave Deposit: Del, River Bridge Broome County Line		6 50 6 91 8 64 2 91 0 03 0 38			7.21	•
1 2 3 4 5 6 7 8 8 8 A 9 10 11 12 13 14 15 16 17 18	Delaware County Line Deposit: W. Corp. Line Ouquaga Station. Gulf Summit Road Windsor W. Corp. Line Ovanvum W. Windsor Park Bridge Bin: hamton: E. Corp. Line Binghamton: State Hospital. Binghamton: Alice St. Binghamton: Alice St. Binghamton: W. Corp. Line Lestershire: So. Corp. Line D., L. & W. R. R. (North). Lestershire: Riverside Drive Hooper Union: E. Corp. Line Summehanna River Riides	COUNTY Deposit: W. Corp. Line. Ouquaga Station. Guil Summit Road. Windsor: W. Corp. Line. Oocanum W. Winclsor. Park Bridge. Binghamton: E. Corp. Line. Binghamton: State riospital. Binghamton: Oak St. Binghamton: W. Corp. Line. Line. Lestershire: So. Corp. Line. D. L. & W. R. R. (North). Lestershire: Main St. ext. Hooper. Union: E. Corp. Line. Suaquehanna River Bridge. Mercercau Crossing Harris Crossing Harris Crossing Tioga County Line.	5377 125 174 5412 420 5215	0.85 2.95 9.56 3.163 3.00 0.83 1.03 1.49 0.17	2.78 2.08 2.08 1.14 2.96 2.17 1.63	1 81		0 20 0 25
1-6 7 8 9 	TIOGA Broome County Line Owego: Court St. Bridge. Owego: Park St. Smithboro. Wils ms. Leaigh Valley R. R., East. Erie R. R., West. Swartwoods. Hanna Corners. Waverly: Main St. Waverly: E. End School	COUNTY Owego: Court St. Bridge. Owego: Park and Main Sts. Smithhoro. Wilsons. Lehigh Valley R. R., East. Erie R. R., West. Swartwoods Hanna Corners Waverly: Main St. Waverly: E. End School. Chemung County Line	5215 Vill 199 5257 5168 5429 R. R. 5429 5168 5049 5333 5289	9.95 9.71 4 47 0.09 0.35 0.87 2.58 1.28 0.97		0.15	1	
2, 3 4 5 6 7 8 9 10 11 12 13–15	Tioga County Line.  Wynkoop Creek.  Lowman  Elmira: E. Corp. Line.  Elmira: E. Water St.  Elmira: Lake St.  Elmira: No. Corp. Line.  Elmira: No. Corp. Line.	G COUNTY Wynkoop Creek Lowman Elmira: E. Corp. Line Elmira: Ma'ison Ave. Elmira: Division St. Elmira: Division St. Elmira: Hoights: So. Corp. L. Elmira: Heights: No. Corp. L. Horseheads: So. Corp. Line. Horseheads: So. Corp. Line. Steuben County Line.	5289 5218, 5043 5207, 5392 City 1195 357, 725, 357, 5162, 358	0.99	1.14 0.03 0.90 1.49			

### STATE ROUTE No. 4 -- Continued

			1	c	Miles Omplet		<b>d</b>	Duile Puile
Section number	FROM	то	Highway number	State	County	Town or cor- poration	Miles under tract	Approximate r
3, 4 5 6-8 9-11 12, 13 14 15 16 17		Addison: So, Corp. Line	5401	0.26 0.59 3.49 2.50 5.11 17.07 12.82 3.94 0.13		ļ		
	Addison Vil·: Main St	lso:  Addison Vil <sup>*</sup> : Erie Depot	5349	0.15	4.33	ļ		
1-4 5 6 7 8 9 10, 11 13 14 15	ALLEGANY Steuben County Line. Andover: No. Corp. Line. Andover: W. Corp. Line. Wellsville: E. Cyrp. Line. Wellsville: E. Dyke St. Wellsville: E. Dyke St. Wellsville Scio Town Line. Scio Town Line. Friendship: E. Corp. Line. Friendship: E	Andover: No. Corp. Line. Andover: W. Corp. Line. Wellsville: E. Corp. Line. Wellsville: So. Main St. Wellsville. Amity Town Line. Belmont: W. Corp. Line. Friendship: E. Corp. Line. R. S. & N. R. R. East. S. S. A. V. D. W.	5502 5419 5481 5483 Village 5129 5476 5341 5312-B 5312-B 5174 R 16 5174	12 06 1.51 7.22 0.76 4.50 4.64 6.80 1.15 0.17 4.78 2.34		1 23		
	Cuba: Genesee St		5174				<u> </u>	· · · · ·
11 12	CATTARAUG Allegany County Line	Boyington Corner Olean: No. Corp. Line Olean: No. Corp. Line Olean: No. Union St. Olean: West State Street Olean: 15th St. Allegany: Second St Vandalia Carrollton Killbuck Salamanca: Brie R. R. Salamanca: Main St. Salamanca: Frank St. Little Valley Town Line Napoli Town Line	City City 5265 5259	8.83 2.94 0.36 4.53 3.88 4.41 1.07	3.09	0 65 0 95		4.00
14 15	Napoli	Chautauqua County Line	5258	1.39			5.35	

### STATE ROUTE No. 4 - Concluded

				C	MILES		-goo-	nit
Section number	FROM	то	Highway number	State	County	Town or corporation	Miles under tract	Approximate mile
3 4 5 6 7 8 9 10 10 11	CHAUTAUQ Cattaraugus County Line Poland Center. Poland Town Line Falconer: E. Corp. Line Jamestown: W. Stb St. Jamestown: W. Stb St. Jamestown: W. Corp. Line Starr Farm Mayville: Chautauqua St. Mayville: Chautauqua St. Mayville: No. Corp. Line Westfield: So. Corp. Line.	Ellicott Town Line Falconer: E. Corp. Line Jamestown: E. Corp. Line Jamestown: W. Sth St. Jamestown: W. Corp. Line Jamestown: W. Corp. Line Bemus Pt. So. Corp. Line Starr Farm Mayville: Main St. Mayville: Mo. Corp. Line Westfield: So. Corp. Line	5151 5053 698 5067 City 5201 5217 5245 5263 5434 5320	2.54 1.03 1.48 1.14 5.95	1.04	2.30	6.82 5.51 0.79 0.05	

Miles

### STATE ROUTE No. 4A

Beginning at the city of Binghamton, on route number four, running thence northerly and northwesterly to Whitney Point, running thence northwesterly along the Tioughnioga river, by way of Lisle and Killawog, through a point to be determined by the highway commission on the dividing line between Broome and Cortland counties, to Marathon, and from thence through Mcssengerville and Blodgett Mills, to Cortland, as determined by the commission, connecting thereat with route number nine.

Amended by L. 1911, ch. 807.

umber	FROM	

	FROM	то	호	COMPLETED		g	74	
Section number			Highway number	State	County	Town or corporation	Miles under tract	Approximate mil
1-2 3-4 5-7 8 9-11	Binghamton: Route 4	COUNTY Chenange Forks (tasea. Whitney Pt.: So. Corp. L Whitney Pt.: No. Corp. L Lisle: So. Corp. Line Lisle: East Corp. Line Cortland County Line				 		2 05 1 00 0 70 4 40
1 2 3 4 5 6 7 8	Broome Co. Line Marathon: So. Corp. Line Messengerville Suyder Hill Blodgett Mills	,	5505 111 City R. 10		0.75	0 49 *0 95	3 75	2.20 3.50 3.60 1.80
		Route totals			0 75	0.40	3.75	27.68

<sup>\*</sup> Not included in total.

Beginning at a point on route number four to be determined by the commission, at or next Canisteo, in the county of Steuben, running thence southerly by way of Greenwood to Resville; running thence southerly and westerly to a point to be determined by the commission on the dividing line between the counties of Steuben and Allegany; and running thence southerly and westerly to Whitseyille, Allegany county.

Amended by L. 1912, ch. 474.

k			ž.		MILES	KD	400	Fullt Pailt
Section number	FROM	то	Highway number	State	County	Town or cor- poration	Miles under tract	Approximate age to be b
1 2 3 4 5 6 7	Canisteo: Hornell St., Rt. 4. Hartsville Road	COUNTY Hartaville Road Bennett Creek N. Y. & P. R. R Greenwood: Bennett Creek Rexville N. Y. & P. R. R Allegany County Line						3 66 1 44 3 61 3 40 2 56 3 97
1	ALLEGANY Steuben County Line						ļ	2.19
						l 		2 13
		Route totals	• • • • • •				· · · · ·	20.54
		Total miles in Route	No. 4B		• • • • •			22.55

### STATE ROUTE No. 5

Commencing at the city of Kingston, running thence to a point on the boulevard to be erected by the city of New York near the present village of West Hurley, thence northerly and westerly by the way of Woodstock, Bearsville and Pine Hill, to a point to be determined by the commission, on the dividing line between Delaware and Ulster counties, running thence westerly to Margaretille, running thence northerly by the way of Rozbury to Grand Gorge, running thence northwesterly to a point to be determined by the commission, on the dividing line between Schoharie and Delaware counties, running thence northwesterly and westerly by the way of Harpersfield, North Kortright and Davenport, to point to be determined by the commission, on the dividing line between Otsego and Delaware counties, running thence to Oneonta, Otsego county, running thence northeasterly along route number seven to Colliers; running thence northerly in Otsego county by the way of Cooperstown and Richfield Springs to a point to be determined by the commission, on the dividing line between Herkimer and Otsego counties; running thence northerly to Mohawk connecting with route number siz. gir. Amended by L. 1910, ch. 573.

			) .	C	MILES		-gop-	mile
Section number	FROM	то	Highway number	State	County	Town or corporation	Miles under tract	Approximate
1 2 3 4 5 6 7 8	Route No. 3. Albany Ave. Kingston: No. Corp. Line. West Hurley Glenford Road Woodstock Bearsville. Wittenberg. Beechford	COUNTY  (Kingston: No. Corp. Line West Hurley Woodstock Road Woodstock Bearsville Wittenberg Beechford Mt. Pleasant Phoenicia	5570 37	4.82	2.39	2 40	2.97	3.30

# STATE ROUTE No. 5 - Concluded

			b	Co	MILES	:D	-100	nile ilt
Section number	FROM	то	Highway number	State	County	Town or cor-	Niles under tract	Approximate mile-
9 10 11 12	Big indian	TY — Concluded   Misben	117 31 31 5177	. )	5.72	3.40	2.97	
1 2 3 4 5 6 7 8 9	Ulster County Line. Griffin Corners Fleischmanns Margaretville: E. Corp. L. Halcottsville. Roxbury. Roxbury: E. Branch Bridge. Grand Gorge Station. Grand Gorge. SCHOHARI	E COUNTY Griffin Corners Fleischmanns Margaretville: E. Corp. L. Halcottaville Roxbury Roxbury: E. Branch Bridge. Grand Gorge Station. Grand Gorge Station Grand Gorge Schoharie County Line. E COUNTY Delaware County Line (Town of Stamfort).		5.66 3.42	1.57 4.96 0.75			
9A 10 10A 11 11A 12 12A 13, 14			1	0.85 1.34 3.47 3.64 3.03 3.10 4.65				
		COUNTY Onconta: Luther St Route No. 7: Chestaut St. Colliers. Milford Center. Milford So. Corp. Line. Milford: Main St. Hartwick Seminary. Cooperstown: So. Corp. L. Cooperstown: No. Corp. L. Fly Creek Exeter Town Line. Lake View Point. Trout Brook Bridge. Richfield Spgs.: Mai St. Richfield Spgs.: Church St. Herkimer County Line.	;	2 50 *1 36 } 7 75	8 28 *3.12 2 03 5 90 0 33	0.39	0.66	
1, 2 3 4 5 7	HERKIME Otsego County Line. Jordanville. Paines Hollow Ford Creek. Mohawk: So. Corp. Line. Mohawk	R COUNTY Jordanville	ļ	5 27 5 27 77 27	35.19	0.05	4 21 4 48 2 07 0 71 11 47	

<sup>\*</sup> Not included in total.

Commencing at a point on route number three, in the village of Catskill; thence northwesterly to the village of Cairo; thence by South Durham through East Windham to the village of Windham; thence westerly through the villages of Ashland and Prattsville to a point, to be determined by the commission, on the dividing line between Greene and Delaware counties.

Amended by L. 1911, ch. 616.

					MILES	EĐ	-d -d -d -d -d -d -d -d -d -d -d -d -d -	e mile built
Scetion number	FROM	TO	Highway number	State	County	Town or corporation	Miles under tract	Approximate
2 8 4 5 6 7,8 9 10, 11 12 13 14 15	Catakill: Bridge and Main St., Rt. 3. Catakill: Summit Ave. Catakill: No. Corp. Jine. Leeds. Catakill: Town Line. Catro: Purling Road. Cairo. Sunnyside Road. South Durham.	Catakill: Summit Ave. Catakill: No. Corp. Line. Leeds. Cairo: Town Line. Cairo: Purling Road. Cairo: Durham Road. South Durham. Windham Town Line. Union Society (Broo.sbury) Brooklyn. East Ashland. Ashland.	613 613 887 954 5233 5462 5583 797 5491 886	3.39 2.44. 5.18	2 70 2 90 3 15 0 46 1 54 2 39	0.49	3 34 1 43	4 30 2 40 1 80 8 95
		Total miles in Rout	e No. 5A	·				35 17

# STATE ROUTE No. 5B

Commencing at a point on route number five-a, in the village of Cairo, in the county of Greene thence westerly through the village of East Durham to the village of Durham; thence northerly to a point to be determined by the commission on the dividing line between Greene and Albany counties; thence northerly to the village of Cooksburg, and connecting thereat with a highway heretofore improved by the state leading from Potter's Hollow to such village.

Amended by L. 1911, ch. 784.

			Ę	C	MII.ES	BD .	8	inii-
Section number	FROM	то	Highway number	State	County	Town or corporation	Miles under tract	Approximate age to be h
1 2 3 4 5	Cairo, Rt. 5A	Durham Center						4 02 3 00 2 47 2 67 1 99
1	ALBANY	COUNTY  Cooksburg   Route totals						0.70
		Total miles in Route	No. 5B		l	·		14 6

Commencing in the village of Palenville, so-called, on the northerly side of the creek at a point where the Kasterskill road intersects the Catskill-Tannersville highway in the town of Catskill, Greene county; thence westerly through the Kasterskill clove to a point where the easterly entrance leading to Twilight park intersects said Catskill-Tannersville highway, and over a route to be determined by the commission.

<u></u>			¥	С	MILES OMPLET	<b>E</b> D	ģ	aji tij
Section number	FROM	то	Highway num!	State	County	Town or corporation	Miles under co	Approximate age to be bu
1, 2	GREENE Palenville	COUNTY Haines Falls	5588			<u></u>	3.95	

### STATE ROUTE No. 6

STATE ROUTE No. 6

Commencing at a point to be determined by the commission at the city of Albany, running thence northwesterly to a point to be determined by the commission, on the dividing line between Schenectady and Albany counties, running thence northwesterly to the city of Schenectady, running thence northwesterly from the city of Schenectady to a point to be determined by the commission, on the dividing line between Montgomery and Schenectady counties, to the city of Amsterdam, thence crossing the Mohawk river to the south side, thence along the south side through Fort Hunter to the village of Fultonville, thence across the river to the north side, running thence westerly and northwesterly through Montgomery county by the way of Fonda and St. Johnsville, to a point at or near East Creek, on the dividing line between Herkimer and Montgomery counties, running thence westerly and northwesterly by the way of Little Falls and Herkimer, from Herkimer westerly by the way of Mohawk, Ilion and Frankfort to a point to be determined by the commission, on the dividing line between Herkimer and Oncida counties, and thence to the city of Utica, running thence westerly from the city of Utica to Oncida, on the dividing line between Madison and Oncida counties, running thence westerly by the way of Chittenango, to a point to be determined by the commission on the dividing line between Oncondaga and Madison counties, running thence westerly by the way of Camillus and Elbridge, to a point to be determined by the commission, on the dividing line between Cayuga and Conndaga counties, running thence from the city of Auburn to a point to be determined by the commission on the dividing line between Seneca and Cayuga counties, running thence westerly to Seneca Falls, thence southerly through the village of Seneca lake outlet, thence westerly to a point to be determined by the commission, on the dividing line between Livingston and Ontario counties, running thence westerly to a point to be determined by the commission, on the di

			¥	C	MILES MPLET		D do		-1000	ili k
Section number	FROM	то	Highway numb	State	County	Town or corporation	Miles under tract	Approximate mil age to be built		
1 2	Albany: W. Corp. Line Guilderland	Guilderland	5155 5636				3.93			
1 2 2A	SCHENECTA Albany County Line Schenectady: So. Corp. L Schenectady: Weaver St	Schenectady: So. Corp. L Schenectady: Weaver St	City	'	· · · · · · ·	1.40		2.25		

# STATE ROUTE No. 6 -- Continued

			ş	_ c	Miles Mplet	ED	-60	Ē
Section number	FROM	TO	Highway number	State	County	Town or cor- poration	Miles under	Approximate mile-
2B 3 4 5 6 7	Schenectady: Dock St. Scotia: So. Corp. Line. Scotia: Riverside Ave. Scotia: Ballston Ave. Scotia: No. Corp. Line. R. R. Crossing (South)	OUNTY — Concluded Schenectady: No. Corp. L. Scotia: Riverside Ave. Scotia: Dallston Ave. Scotia: No. Corp. Line. R. R. Crossing (South). R. R. Crossing (North). Wyatta, Montgomery County Line.	City 5132 Village 5132 5030 5110 5030 5110	0.51 0.76 1.90 0.17 0.19 5.14		0.60		2
4 5 6 7 8 8 8 8 9 10 11 2–14 15	Schenectady County Line. Cranesville. Amsterdam: E. Corp. Line. Amsterdam: St. Amsterdam: St. Amsterdam: St. Amsterdam: W. Corp. Line. Ft. Hunter, Schohar. Cr. Br. Auriesville. Fultonville: Co. Corp. Line. Fultonville: Church St. Fonda: Bridge St. Fonda: W. Corp. Line.  Palatine Bridge: E. Corp. L Nelliston: No. Corp. Line.	Amsterdam: E. Corp. Line Amsterdam: St Amsterdam: W. Corp. Line Ft. Hunter, Schohar. Cr. Br. Auriceville Eviteoryille. Sc. Corp. Line	5126 180 City' City City City  864  155 5125 5124 5123 5109 5028		2.82 0.63 2.50	2.00	· · • • • · ·	3 2 2 0
1.	HERKIME East Can. Ck. Br.: E. End. Little Falls: Alexander St. Little Falls: Alexander St. Little Falls: Alexander St. Little Falls: W. Corp. Line. W. Canada Creck: E. Side. Herkimer: W. Canada Creck Herkimer: Power Canal Herkimer: Fair Ground Rd. Herkimer: W. Corp. Line. Mohawk: Erie Canal Mohawk: Erie Canal Ilion: Oxeogo St. Ilion: Union St. Ilion: U. Corp. Line.	R COUNTY  Little Falls: E. Corp. Line. Little Falls: Alexander St. Little Falls: W. Corp. Line. W. Canada Creek: E. Side. Herkimer: W. Canada Creek Herkimer: Power Canal Herkimer: Fair Ground Rd Herkimer: W. Corp. Line. Mohawk: Eric Canal Ilion: E. Corp. Line Ilion: Orego St. Ilion: Union St. Ilion: W. Corp. Line. Frankfort: W. Corp. Line.	5159 456 5105 City 5105 457 5411 5060 illa : 5069	23.07 0.17 1.28 0.17 0.09 0.51 0.26 1.35 0.68 2.47 	5.32	0.45		0
1 1A 2 3 4 5 5A 6 7 7A 7B 8	Herkimer County Line Utica: W. Corp. Line New Hartford: P. Corp. Line New Hartford: W. Corp. Line Lairdsville Russell Corners Gray Corners Vernon: E. Corp. Line Vernon: W. Corp. Line Oneida Community Road.	COUNTY Utica: Bleeker St New Hartford: E. Corp. Line New Hartford: W. Corp. Line. Lairdsville Russell Corners Gray Corners Vernon: E. Corp. Line. Vernon: W. Corp. Line. Oneida Community Road. Oneida Castle: E. Corp. I. Oneida Castle: Madison Co.	271 140 271 5034 271 139 271	0.38 0.65 0.60	1.22 7.31 4.01 0.72 0.45 3.91 0.10			

STATE ROUTE No. 6 - Continued

	·		<u> </u>	С	Miles Omplet	ED	-ti00	ig ig
Section number	FROM	то	Highway number	State	County	Town or cor- poration	Miles under tract	Approximate mil
2, 3 4 5	MADISON Oneida County Line Oncida: Seneca Ave Lenox Town Line Chittenango: E. Corp. Line	COUNTY Oneida: Lenox Ave	5078 726 5014 5120	2.56 3.20 3.31	<u></u>			
0 11 23 34 5 6 7 8, 9 10 11 12	Madison County Line. Mycenae. Fayetteville: E. Corp. Line. Fayetteville: W. Corp. Line. De Witt. Syracuse: E. Corp. Line. Syracuse: — St. Syracuse: W. Corp. Line. Solvay: W. Corp. Line. Geddes Town Line.	A COUNTY Mycenae Faycteville: E. Corp. Line Faycteville: W. Corp. Line. De Witt. Syracuse: E. Corp. Line Syracuse: — St. Syracuse: W. Corp. Line Camillus Town Line Camillus Till Camillus Film Camillus Film St. Hallstead Corners Elbridge: W. Corp. Line Cayuga County Line.	5396 132 5016 5318 5143 5090	3.09 1.20 5.03 2.51	1.13	4.57		
1, 2 3 4 5 6 7	Onondaga County Line.  Auburn: No. Corp. Line  Auburn: Franklın St  Auburn: State St  Auburn: W. Corp. Line	COUNTY Auburn: No. Corp. Line. Auburn: Franklin St. Auburn: Wall St. Auburn: W. Corp. Line Montesuma Town Line Seneca County Line.	592 5101 City City 590 5042		7.95	1.40		
1 2 3 4 5 5A	SENECA Cayuga County Line Seneca Falls: Rumsey St. Seneca Falls: W. Corp. Line. Waterloo: E. Corp. Line. Waterloo: Fayette St. Seneca River (Fast). Seneca River (West).	COUNTY Seneca Falls: Rumsey St. Seneca Falls: W. Corp. Line. Waterloo: E. Corp. Line. Waterloo: Fayetto St. Seneca River (East). Seneca River (Wost). Geneva: E. Corp. Line.	5042 5100 5087 B. C. 5087	3.00 2.53 4.61 1.30				0.60 1.60 1.00
1 1A 2 3 4 5 6 6 7 8 9 10, 11 12 12B	ONTARIO Geneva: Lake St. Geneva: Lake St. Geneva: Pulteney St. Preemption Road. Geneva Town Line. Geneva Town Line. Canandaigua: E. Corp. Line. Canandaigua: W. Corp. Line. Canandaigua: W. Corp. Line. Canandaigua: W. Corp. Line. W. Gloomfield School. W. Bloomfield School. W. Bloomfield School. W. Bloomfield; North Ave.	COUNTY Geneva: No. Exchange St. Geneva: Pultency St. Preemption Road. Seneca Town Line. Hopwell Town Line. Canandaigua: E. Corp. Line. Canandaigua: Wain St. Canandaigua: West Ave. Canandaigua: W. Corp. Line. Gunn Corners. Black Corners. W. Bloomfield School W. Bloomfield School W. Bloomfield Snook W. Bloomfield North Ave. Livingston County Line.	5620 City 5473 333 146 207 5015 City 5386 5576 188 5081 5041 485 5041	1.19 0.91 4.69 5.26 1.23	0.62 5.62 6.21	0.90		

# Annual Report of the

# STATE ROUTE No. 6 - Concluded

		1	! • ፟፟፟፟፟፟፟፟፟፟	c	MILES OMPLET		Miles under con-	1 2 2
Section number	FROM	то	Highway aumber	State	County	Town or corporation	Miles under tract	Approximate mil
1 2 3-6 7	Ontario County Line Lima Reservoir	Genesee River	5142 5302 5273 5021	6.40			i	
3 4 5 5 6 7	Stafford. N. Y. C. R. R. Crossing (E.) Batavis: New E. Corp. L. Batavis: Old E. Corp. Linc. Batavis: Center St. Batavis: Ellicott St. Batavis: Old W. Corp. L. Batavis: New W. Corp. L. Batavis: New W. Corp. L.	LeRoy: E. Corp. Line. LeRoy: Wolcott St. LeRoy: Wolcott St. LeRoy: W. Corp. Line Stafford. N. Y. C. R. R. Crossing (E.) Batavia: New E. Corp. Line Batavia: Old E. Corp. Line Batavia: Center St. Batavia: Ellicott St. Batavia: Old W. Corp. L. Batavia: New W. Corp. L. East Pembroke. Will Corpers.	5468 Village 5136 5145A 5493 5399 City 5399 586 586 5020 5090	3.24 2.89 4.44 0.27 1.09 0.88 3.46 4.47 20.74		0.25		
1 2 3 4 5	ERIE C Genesee County Line Clarence. Transit Road. Williamsville: F. Corp. Line. Williamsville: W. Corp. Line.	Clarence. Transit Road. Williamsville: E. Corp. Line. Williamsville: W. Corp. Line.	131 130 87 5061 69	1.08	5.63 1.93 3.42			
•		Route totals	No fi	143.30		18 81	12 92	

Commencing at and intersecting route number six in the town of Tyre, in the county of Seneca, at a point known as Dutcher's Corners, thence westerly along the road known as the old free-bridge state road through the towns of Tyre and Junius to a point, to be determined by the commission, on the dividing line between the counties of Seneca and Ontario near the railroad station at West Junius on the Pennsylvania division of the New York Central and Hudson River railroad running from Lyons to Geneva; thence, passing such station, along said old free-bridge state road to the village of Phelps.

Amended by L. 1911, ch. 660.

•			b	С	MILES OMPLET		-80	elisti.
Sertion number	FROM	TO .	Highway number	State	County	Town or cor- poration	Miles under tract	Approximate mile
1 2 8	Route 6, Dutcher's Corners Magee	COUNTY  Magee			·		` . <b></b> '	4.10 3.20 3.10
1	Seneca County Line	COUNTY	     					0.80
2	West Junius	Phelps: E. Corp. Line	5437	3.72				0.80
		Route totals		3.72				11.20
		Total miles in Route	No. 6A					14.92

### STATE ROUTE No. 7

Commencing at a point to be determined by the commission on the dividing line between the town of Binghamton in Broome county, and Pennsylvania, running thence northerly to the city of Binghamton; running thence northerly and northeasterly from the city of Binghamton on the east side of Chenango river, by the way of Port Crane, Sanitaria Springs and Harpırsville, to Nineveh, on the dividing line between Chenango and Broome counties, running thence northeasterly along the Susquehanna valley, to a point to be determined by the commission, on the dividing line between Chenango and Otsego counties, at or near Sidney, running thence northeasterly along the Susquehanna valley to Oneonta, running thence northeasterly from Oneonta by way of Maryland and Worcester, to a point to be determined by the commission, on the dividing line between Schoharie and Otsego counties, running thence easterly by the way of Cobleskill to a point to be determined by the commission, on the dividing line between Abany and Schoharie counties at or near West Berne, to Berne, thence to a point at Thompson's Lake, known as Secor's Church, thence to the top of the present so-called "Indian Ladder" road, thence in a southerly direction to New Salem, and thence to New Scotland, Slingerlands, and to the city of Albany.

Amended by L. 1911, ch. 751.

			¥	C	MILES OMPLET	Miles Mpleted		built built
Section number	FROM	то	Ніghway number	State	County	Town or cor- poration	Miles under tract	Approximate age to be bu
4 5 6 7 7A	Pennsylvania State Line. Hawleyton. Binghamton: So. Corp. Line. Binghamton: Vestal St. Binghamton: Linden St. Binghamton: Linden St. Binghamton: No. Corp. L. Port Dickinson: No. Corp. L.	COUNTY Hawleyton. Binghamton: So. Corp. Line Binghamton: Setal St. Binghamton: Linden St. Binghamton: No. Corp. L. Port Dickinson: No. Corp. L. Port Crane Colesville Town Line.	City City 5440 5506 134 175	0.41 1.27	2.17 1.84	1 25 2 49		

# STATE ROUTE No. 7 - Continued

			<b>1</b>	_ c	Miles OMPLET	<b>B</b> D	ģ	. High
Section number	FROM	то	Highway number	State	County	Town or our-	Miles under	Approximate mil
10 10A 11, 12 13 14 15	Fenton Town Line. D. & H. R. R. (W. Crossing). D. & H. R. R. (E. Crossing). Sanitaria Springs. Harpuraville. Railroad Crossing.	TY — Concluded D. & H. R. R. (W. Crossing). D. & H. R. R. (E. Crossing). Sanitaria Springs. Harpursville. Railroad Crossing. Harpursville Station. Chenango County Line.	266 5242 266 5243 210 5300 209	0.59 8.93 0.43	0.23 0.69 0.70 0.93 6.47			7.70
1 1A 2 3 4 4A 5 6A 7 8	CHENANG Broome County Line D. & H. R. R. Crossing (So.) D. & H. R.R. Crossing (No.) Afton: Main St. Crossing, Afton Lake Bainbridge: So. Corp. Line Railroad Crossing (E.) Robbins Crossing (No.) Robbins Crossing (No.)	D. & H. R. R. Crossing (No.)	5200 5261A 5261 5261 5013 5451 R. R. 5013 5216	0 70			1	0 12
2 3-7 8, 9 10 11 12 13 14 15 16 17 18 19 20 21, 22 23 24 25 26	Unadilla: River Bridge N. Y. O. & W. R. R., West, N. Y. O. & W. R. R., West, N. Y. O. & W. R. R., East Unadilla: W. Corp. Line. Wells Bridge. Otego: Otsdawa Rosad Otego: E. Corp. Line. Otego Town Line. Shady Side. Oneonta: Koarney St. Oneonta: St. Emmons Corner. Milford Town Line. Colliersville. Maryland. Schenevus: W. Corp. Line. Worcester: Decatur Creek. Worcester: Mill St. E. Worcester (Railroad)	COUNTY  N. Y., O. & W. R. R., West. N. Y., O. & W. R. R., East. Unadilla: W. Corp. Line. Unadilla: W. Corp. Line. Unadilla: E. Coep. Line. Wells Bridge. Otego: Otsdawa Road. Otego: E. Corp. Line. Oneonta Town Line. Shady Side. Oneonta: Kearney St. Oneonta: No. Sand St. Oneonta: St. Enrans Corner. Milford Town Line. Colliersville. Maryland. Sobenevus: W. Corp. Line. Worcester: Decatur Croek. Worcester: Mill St. E. Worcester (Railroad). Alvord Corner. Schoharie County Line.	708 709 5292 5153 782 675 317 675 City 787 162 316 5138 5240 319 5247 220 5247	1.93 4.71 4.61 1.33 5.68 5.49 4.70 2.01 30.49	3.34 2.73 0.65 0.47 1.39 1.26	2.00		
1 2 3 4 5 6 7 8 9	Richmondville: W. Corp. L Cobleskill: W. Corp. Line Cobleskill: Elm St Cobleskill: Rose St. Cobleskill: Esst St Cobleskill: Town Line	COUNTY Richmondville: W. Corp. L. Cobleskill: W. Corp. Line Cobleskill: St. Cobleskill: Rose St. Cobleskill: East St. Schoharie Town Line. Dietz Corners. Wright Town Line. Gallupville. Albany County Line.	5459 5458 5458 5458 Village 5286 5195 5086 5086 5083	3 25 5.24 0.44  4.74 5.05 3.20 1.82 3.37		1.00		0 30

### STATE ROUTE No. 7 - Concluded

			Li di	C	MILES	<b>E</b> D	-uos	ili de
Section number	FROM	то	Highway number	State	County	Town or corporation	Miles under tract	Approximate mile age to be built
1 2 3 4 5-6 7	Schoharie County Line West Berne	COUNTY West Berne Berne East Berne Thompsons Lake New Salam New Scatland Singerlands	5039 192 566 5501 366 5010	2.86	2.74 3.60			5.00
9-10	Stingerlands	Albany: Old W. Corp. Line	5237	9.71 98.11	10.96			5.00
		Route totals	No. 7.	l——		.——		153.66

# STATE ROUTE No. 7A

Commencing at the city of Schenectady on route number six an I running southwesterly to Duanesburg, in the county of Schenectady; thence in a general southwesterly direction, along a course to be determined by the commission, to a point to be determined by the commission upon route number seven in the town of Schoharie in Schoharie county.

Amended by L. 1912, ch. 183.

	! !		ħ.	Co	MILES	D	Ę03	ili i
Section number	FROM	то	Highway number	State	County	Town or cor- poration	Miles under tract	Approximate mile
1 2 3 4 5 6 7 8 9	Schenectady: Helderberg Av., Rt. 6. Schenectady: Broaiway. Schenectady: W. Corp. L. So. Schenectady Road. Rotterdam Town Line. Princetown Town Line. Duanesburg. Quaker St.	DY COUNTY  Schenectady: Broadway Schenectady: W. Corp. L. So. Schenectady Roed Princetown Town Line Duanesburg Town Line Duanesburg Quaker St. Q:nker St. (West) Schoharie County Line	City City 163 880 5545 5555 105 1029		0 58 2.79  0.35 4.16 7.88	0.20 0.52	3.96 2.06 3.34 8.96	
1	SCHOHARI Schenectady County Line	E COUNTY Wright, State Route No. 7	5619	·•···	. <u></u>		2.73	
		Route totals		,	7.88	0.72	11.69	

Commencing at the city of Binghamton, running thence northerly on the west side of the Chenango river to Chenango Forks, on the dividing line between Chenango and Broome counties running thence along the west bank of the Chenango river to North Norwich, running thence northerly by the way of Sherburne to Earlville, on the dividing line between Madison and Chenango counties, running thence northerly by the way of Hamilton and Bouckville, to a point at or near Oriskany Falls, on the dividing line between Oneida and Madison counties, running thence northeasterly by the way of Deansboro to a point to be determined by the commission connecting with route number six.

			1	С	MILES	ED	ģ	Vailt P
Section number	FROM	то	Highway number	State	County	Town or cor- poration	Miles under	Approximate
1 2 4 5 6 7 8	BROOME Route N 1. 4. Binghamton Binghamton: Gaines St Binghamton: No. Corp. L. Dickinson Town Line Hinmans Corners Chenango Bridge Chenango Fts.: D. L. & W.R.R Tioughnioga River Br	Binghamton: Gaines St Binghamton: No. Corp. L Chenango Town Line Hinmans Corners	City 5413 47 126 269 274 375	0.82	1.75 1.97 0.80 0.12 0.62			5.93
1 2 3 4 5 6-8 9 10 11 11 12 13, 14 15 16 17 18	CHENANGE Broome County Line. Greene: So. Corp. Line. Davidson Corners. Tillotson Creek. Warn Lake. Tyner Road Norwich: Rayford St. Norwich: Rayford St. Norwich: Borden Ave. Norwich: Borden Ave. D., L. & W. R. R. Sherburne: South St. Sherburne: Church St. The Mill Forks. Earlville: So. Corp. Line.	Greene: So. Corp. Line. Davidsons Corners. Tillotson Craek. Warn Lake. Tyner Road. Norwich: American Ave. Norwich: Rexford St. Norwich: Borden Ave. Norwich: No. Corp. Line. D., I., & W. R. R. Sherburne: South St. Sherburne: Church St. The Mill Forks	803 505 5121 5391 5121 5569	9.61 0.51 6.20 0.40 0.63	0.03	0 47	0.59	3 1) 4 50 3 90
2, 3 4 5, 6 7	MADISON Chenango County Line Earlville: No. Corp. Line. Hamilton: So. Corp. Line. Hamilton: No. Corp. Line. Boudwille Madison: E. Corp. Line.	Earlville: No. Corp. Line Hamilton: So. Corp. Line Hamilton: No. Corp. Line Bouckville Madison: E. Corp. Line	5585 5583 5492 5492 5380 5447	1.52 4.27 2.45 3.35			4.83,.	
2 3	Oriskany Fails: E. Corp. L.	Oriskany Falls: Main St Oriskany Falls: E. Corp. L Deansboro Franklin Springs	5385 5406 761 5412	0.35 3.93	3.00			0.57
	Als Oriskany Falls: Madison St	Madison County Line	5385	8.51	3.00		=======================================	0.57
	:	Route totals			12.89		13.96	
		Total miles in Route	No. 8					36. EV

Commencing at the New York State Women's Relief Corps Home, near the village of Oxford, in the country of Chenango, running thanks southerly and westerly to and into the village of Oxford, and connecting with route number eight therein upon and along the existing public highway between such points.

ą			number	C	MILES OMPLETI	ED.	der con-	mile
Section number	FROM	то	Highway nun	State	County	Town or corporation	Miles urder tract	Approximate age to be b
1, 2	Oxford: Route 8	O COUNTY Oxford: Chenango River Br Soldier's Home	Village 5623			0.10	1.30	
	:	Route totals			 	0.10		
		Total miles in Route	No. 84	,				1.40

### STATE ROUTE No. 9

Commencing at a point to be determined by the commission, at or near Horseheads, Chemung county, New York, on route number four, running thence northerly and northeasterly by the way of Horseheads, Breesport and Erin to a point to be determined by the commission on the dividing line between Tioga and Chemung counties, running thence easterly and northeasterly by the way of North Spencer to a point to be determined by the commission on the dividing line between Tompkins and Tioga counties, running thence northerly to the city of Ithaca, running thence northeasterly by the way of a point to be determined by the commission at or near Dryden to a point to be determined by the commission on the dividing line between Cortland and Tompkins counties, running thence northeasterly to Cortland, thence northeasterly by the way of Truxton to a point to be determined by the commission on the dividing line between Madison and Cortland counties at or near De Ruyter, thence northerly to Casenovia, thence easterly by the way of Morrisville to a point at or near Bouckville on route number eight.

			; <b>5</b>	С	Miles Ompleti	D	98	il il
Section number	FROM	то	Highway number	State	County	Town or our poration	Miles under tract	Approximate mile- age to be built
1 2 3 4 5 6	Horseheads: C'mung St., Rt.4 Horseheads: E. Corp. Line. Stermer Corners. Breesport. Erin: Mill St. Erin Town Line.	GOUNTY Horseheads: E. Corp. Line. Stermer Cors. (Rt. No. 39A). Breesport. Erin: Mill St. Van Stten Town Line. Cayuta Creek. Tioga County Line.	356 356 356		3.40 3.50			4.00 2.62 2.81
1 2 3 4	TIO3A ( Chemung County Line Spencer: W. Corp. Line Spencer: No. Corp. Line North Spencer	COUNTY Spencer: W. Corp. Line Spencer: No. Corp. Line North Spencer Tompkins County Line						9.43 1.76 1.80 2.10 1.90 7.50
2 2A 2B 8	Tiogs County Line. West Danby Line. Stratton. Allbright Farm. Felook Corner Williams Corners. Enfield Road. Ithaca: So. Corp. Line.	West Danby. Stratton. Allbright Farm. Felook Corner. Williams Corners. Enfield Road. Libacs: So. Corp. Line.	5379 5567 5379 5214 454	2.27 0.19 0.95 0.57	3.06			

# STATE ROUTE No. 9 - Concluded

L			1 2	C	Miles Omplet		000	흥.
Section number	FROM	то	Highway number	State	County	Town or cor- poration	Miles under tract	Approximate m
6 7 8 9 9A 10 11 12 13 14	Ithaca: Mill St. Ithaca: University Ave Ithaca: Corp. Line. Varna. Snyder Corners. Davis Corners. Freeville: W. Corp. Line. Dryden: ————————————————————————————————————	Ithaca: E. Corp. Line	City 681 5225 681 5294 5294 1002	2 95	2.43 2.29 0.53	1.40		0
3B 4 5, 6 7	CORTLANI Tompkins County Line Virgil Virgil Virgil Town Line. Cortland: So. Corp. Line. Cortland: Lehigh Val. R. R. Cortland: Toughtioga Creek. Cortland: Toughtioga Creek. Homer Town Line. Truxton: Catholic Church. Truxton: Baptist Church. Truxton Town Line Maxon Creek. Mill Creek. Brown Corners.	Virgil Cortland Town Line Cortland: So. Corp. Line Cortland: Lehigh Val. R. R. Cortland: Toughnioga Creek. Cortland: No. Corp. Line Truxton: Town Line Truxton: Catholic Church Truxton: Baptust Church Cuyler Town Line Maxon Creek. Mill Creek. Mill Creek. Brown Corners.	5586 City 5075 738 737	2 78 0.23 0.53  0.85 0.87 1.30 2.11	6.51 3.14 0.47 2.65			
6, 7 8	MADISON Cortland County Line DeRuyter: No. Corp. Line Sheds. New Woodstock Cazenovia: So. Corp. Line Cazenovia: E. Corp. Line Morrisville: W. Corp. Line Morrisville: E. Corp. Line	DeRuyter: No. Corp. Line Sheds New Woodstock Casenovia: So. Corp. Line Casenovia: E. Corp. Line Morrisville: W. Corp. Line Morrisville: E. Corp. Line	5515 5586 5586 5586  5329 5330 5330	10.11		•••••	3.02	6.
		Route totals			80.30	4 35	7.91	

Beginning at the city of Syracuse, running thence southerly to a point to be determined by the commission on the dividing line between Cortland and Onondaga counties, running thence southerly by the way of flomer to Cortland, thence southeasterly by the way of McGrawville, Solon and Willet to a point to be determined by the commission on the dividing line between Chenango and Cortland counties, thence southeasterly by the way of Smithville Flats to Greene, thence easterly by the way of Coventry to Coventryville, thence southeasterly to Afton, connecting with route number seven.

•			6	C	Miles Omplet	<b>E</b> D	-ti09	# # # # # # # # # # # # # # # # # # #
Section number	FROM	то	Highway number	State	County	Town or corporation	Miles under . tract	Approximate mile
0 1 2 3 4 5 6 7, 8	Syracuse: Genesee St	A COUNTY Syracuse: Syracuse: Syracuse: So. Corp. Line East Onondaga Dorwin Springs Road Lafayette Town Line. Thomas Corners Lafayette Cortland County Line.	City 5365 5365 290 5365 5365 76 5516	0.26 0.60 3.31	1.06			
1, 2 3, 4 5 6 7, 7A 8 9 10 11 12 13 14 15 16	Onondaga County Line Proble Town Line Homer: No. Corp. Line Homer: No. Corp. Line Cortland: No. Corp. Line Cortland: No. Corp. Line Cortland: E. Corp. Line Cortland: E. Corp. Line McGrawville: W. Corp. Line McGrawville: W. Corp. Line Taylor Valley Taylor Town Line Cincinnatus: Railroad St. Cincinnatus: W. Main St. Cincinnatus: W. Main St. Cincinnatus Town Line	D COUNTY Homer Town Line Homer: No. Corp. Line Homer: So. Corp. Line Cortland: No. Corp. Line Cortland: No. Corp. Line Cortland: So. Corp. Line Cortland: Port Watson St. Cortland: East Corp. Line McGrawville: W. Corp. Line Solon Taylor Valley Cincinnatus: Town Line Cincinnatus: W. Main St. Cincinnatus: W. Main St. Willett Town Line Georgetown Chenango County Line	510 5058 208 City Rt. 9 City 378 5436	4.71	0.54 2.92 0.31	1.08 *0.26 1.18		4.10 3.50 1.80
1 2 3 4 5 6 7 8 9	Cortland County Line. Long Pond Smithville Flats Greene: No. Corp. Line. Greene: E. Corp. Line. Greene Town Line. Coventry: Maple St. Coventryville. Coventry Town Line.	O COUNTY Long Pond. Smithville Flats Greene: No. Corp. Line. Greene: E. Corp. Line. Coventry Town Line. Coventry Waple St. Coventryville. Afton Town Line. Afton: No. Corp. Line. Afton: Main St. (Route No. 7)						3.80 2.30 3.20 3.80 0.40
		Route totals		3.01	20.11		8.73	

<sup>\*</sup> Not included in total.

Commencing at the city of Ithaca, running thence northerly to a point to be determined by the commission, on the dividing line between Cayuga and Tonpkins counties, running thence northerly to the city of Auburn.

·			<b>1</b> 58	C	MILES MPLET	ED	900	2.46 6.50 1.00 9.96 2.73
Section number	FROM	то	Highway number	State	County	Town or corporation	Miles under tract	Approximate age to be bu
1 2 3 4 5 6-7 8	Ithaca: Stewart Ave., Rt. 9 Ithaca: No. Corp. Line Ithaca Town Line Esty Glen South Lansing Myers	S COUNTY Ithaca: No. Corp. Line Lansing Town Line Esty Glen South Lansing Myers Lake Ridge Cayuga County Line						2.48
1 2 3 4 5 6 7 8 9	Tompkins County Line. King Ferry Ledyard. Wheelers Scipioville. Scipio Town Line. Hales. Auburn: So. Corp. Line.	Scipioville	5525 5525 5244 5244 5244 5012 5101 City	3.10 2.23 2.35 3.73 4.10 3.69 2.75 0.60				
		Route totals		22.55	3.17			
		Total miles in Ro	ute No.	11				39.86

# STATE ROUTE No. 12

Commencing at a point at or near Horseheads, at a point to be determined by the commission, running thence northerly to a point to be determined by the commission, on the dividing line between Schuyler and Chemung counties, running thence northerly by the way of Watkins, to a point to be determined by the commission, on the dividing line between Yates and Schuyler counties, running thence northerly to a point on the dividing line between Ontario and Yates counties, running thence northerly to the city of Geneva, running thence northerly to the city of Geneva, running thence northerly to the city of Geneva, no nother dividing line between Wayne and Ontario counties, running thence northerly to Lyons, connecting with route number twenty.

te .			<b>5</b>	Co	Muss Mpleti	LD.	900	mile
Section number	FROM	то	Highway number	State	County	Town or corporation	Miles under tract	Approximate mi
1 2	CHEMUN Horseheads: Route No. 9 Pine Valley: Catherine Cr	COUNTY   Pine Valley: Catherine Cr   Schuyler County Line	5208 5208	4.41 4.39			0.40	
1, 2 3 4 5, 6 7-9	Chemung County Line	R COUNTY   Fitspatrick Road   Montour Falls   Watkins: So. Corp. Line   Watkins: No. Corp. Line     Yates County Line   del Below	5208 5160 5047 5335 5334	1.56			6.79	
1	Schuyler County Line	COUNTY ¡Schuyler County Line ied Below)	5334			ļ	0.41	
10	SCHUYLER COU Yates County Line	NTY — (Continued)   Yates County Line	5334	8.14	1		0 65	

### STATE ROUTE No. 12 - Concluded

•			1	C	MILES OMPLET		8	Approximate mileage to be built
Section number	FROM	то	Highway number	State	County	Town or corporation	Miles under tract	Approximate age to be b
1 2 3 4 5 6 7 8	YATES COUNT Schuyler County Line. Struble Corners. Ovenshire Corners. Barrington Town Line. Second Milo. Penn Yan: So. Corp. Line. Penn Yan: No. Corp. Line. Benton Center.	Struble Corners. Ovenshire Corners. Milo Town Line. Second Milo. Penn Yan: So. Corp. Line. Penn Yan: No. Corp. Line. Benton Center	5108 5128 5324 5324 5324 5324 5291 5323 5323	2.68 3.50 2.13				
5, 6 7	ONTARIO Yates County Line. Halls Corners. Seneca. Seneca Town Line. Preemption Road. Geneva: Lake St. Geneva: No. Corp. Line. East Cross West Junius.	Halls Corners. Seneca. Geneva Town Line. Hamilton St. (Route No. 6). Geneva: No. Exchange St. Geneva: No. Corp. Line. East Cross. West Junius	5323 635 635 638 Rt. 6 City 334 5252 5252	23.57 1.90 *1.30 2.80 4.57	2 04 3 00 1 02	*1.00 0.90		
1 2	WAYNE ( Ontario County Line	Lvons: Geneva St	5503	9.27 2.90 2.90	7.75	0.90		0.53
		Route totals	 No. 12.	52.63	7.75			0.53

<sup>\*</sup> Not included in total.

# STATE ROUTE No. 18

Commencing at Bath. Steuben county, running thence northeasterly by the way of Hammondsport to a point to be determined by the commission on the dividing line between Schuyler and
Steuben counties, thence northeasterly to a point to be determined by the commission on the
dividing line between Yates and Schuyler counties, thence northeasterly to Dundee on route
number twelve.

			<b>5</b>	C	MILES		8	ej ili
Section number	FROM	то	Highway number	State	County	Town or corporation	Miles under tract	Approximate mil
1 2 3 4 5	Bath: Washington Ave Bath: No. Corp. Line Hermitage Hammondsport: So. Corp. L.	Hermitage		3 41 3.48				3.30 5.10
1	Wayne, Steuben County Line	R COUNTY Yates County Line	!			<u> </u>		8.40 2.60
1 2	Schuvler County Line	COUNTY Wortman's Corner State Route No. 12						2.84 1.67
		Route totals		7.75		<u></u>		4.51 15.51
		Total miles in Route	No.13.	• • • • • •	• • • • • •			23.26

Commencing at Corning, Steuben county, running thence northwesterly by the way of Bath. Avoca to Cohocton, running thence northerly from Cohocton, to a point to be determined by the commission on the dividing line between Ontario and Steuben counties, running thence northeasterly to Naples, running thence northerly from Naples to a point to be determined by the commission, connecting with route number six, running thence along route number six, to Black's Corners, and from thence to Holcomb; running thence northwesterly to a point to be determined by the commission on the dividing line between Monroe and Ontario counties, thence northerly to Pittsford, thence westerly, then northerly to the city of Rochester.

Amended by L. 1910, ch. 648.

	 		b	C	MILES	RD	-d00	milt.
Section number	FROM	то	Highway number	State	County	Town or cor- poration	Miles under tract	Approximate mil
1-3 4 6 7 8 9, 10 11 12 13 14-15 16 17 18	Corning: W. Corp. Line. Painted Post: Public Sq. Campbell. Savons. School House Creek. Bath: East Corp. Line. Bath: McMaster St. Bath: Wet Corp. Line. Bath Town Line. Avoca: So. Corp. Line. Avoca: No. Corp. Line. Cohocton: So. Corp. Line. Cohocton: No. Corp. Line. Cohocton: No. Corp. Line.	COUNTY Painted Post: Public Sq. Campbell. Savona. School House Creek. Bath: East Corp. Line. Bath: McMaster St. Bath: West Corp. Line. Avoca: So. Corp. Line. Avoca: So. Corp. Line. Cohocton: So. Corp. Line. Cohocton: No. Corp. Line. Kirkwood. Living:ton Co. Line.	5204 5204 5351 5504 5564 5611	1 89 3.48 2.89 1.50	1.48	0 27	1 41 2 23 3 53	
		so:  D., L. & W. R. R	5224		1.46		13.07	
1 2 3 4 5 5A 6 7 8 9	Steuben County Line. Naples School No. 5. Naples: So. Corp. Line. Naples: No. Corp. Line. Griessa Corner Bristol Springs. South Bristol. So. Bristol Town Line. Bristol Center Fishers Corners. Gunn Corners.	COUNTY Naples School No. 5 Naples: So. Corp. Line. Naples: No. Corp. Line Griessa Corner Bristol Springs South Bristol Bristol Town Line Bristol Town Line Bristol Town Line Bristol Conter. Fishers Corners. Gunn Corners. Black Corners. Holoomb Monroe County Line.	204 5397 205	1.71	2.36 *1.27			2.6
2, 3 4 5	MONROE Ontario County Line Mendon Pittsford: So. Corp. Line Erie Canal, Pittsford	Mendon Pittsford: So. Corp. Line Erie Canal, Pittsford	5522 493 5435 94	0.92	6.19 4.15			:
		Route totals		20.72	17.99	0.07	15 33	•

<sup>\*</sup> Not included in total.

Commencing at the junction of Big Creek road and Sonece street road in the town of Hornells-ville, Struben county, running thence northwesterly within the county of Steuben to and through the village of Arkport, and northerly, within such county, along the road on the easterly side of Arkport valley, known as Dansville road, through Doty's Corners and by way of the Stony Brook Gien road in the town of Dansville steuben county, to the Livingston county line; thence through the town of North Dansville in Livingston county to the Livingston county line; thence northerly to the intersection of Gibson and South streets; thence northeasterly along Gibson street to Main street; thence northwesterly along Main street to the intersection of Main and Exchange streets; thence southwesterly along Exchange and South streets to the intersection of South and Gibson streets, and from the intersection of Main and Exchange streets along the highway from Dansville to Groveland station on the east side of the Genesee valley through the towns of North \*Dansville to Groveland station to Geneseo on the east side of the Genesee valley in the town of Groveland to its intersection with the improved county highway running from Mount Morris to Geneseo; thence westerly through the towns of Groveland and Mount Morris to the village of Mount Morris; thence through the village of Mount Morris northwesterly and northerly by the way of the villages of Moscow and York Center to a point on route number six in the village of Aeledonia; thence easterly along route six to Canawangus; thence northerly to a point to be determined by the commission on the dividing line between Livingston and Monroe counties, thence northerly to route sixteen in Scottsville. sixteen in Scottsville.

_			复	C	MILES MPLET	<b>B</b> D	8	ili il
Section number	FROM .	то	Highway number	State	County	Town or our- poration	Miles under tract	Approximate mile
0 2A 1 2 3 4, 5	Hornell: Main St	COUNTY P. S. & N. R. R. Canisteo St. (New Location) Canisteo River Bridge Big Creek Bridge Arkport Livingston County Line	5130 5353 5130 5254	0.05 0.10 1.01 3.92 10.39				
1 2 3 4 5 6 7 8 9 10 11 11 12 13	LIVINGSTOI Steuben County Line Dansville: No. Corp. Line West Sparts Station. Groveland Station. Groveland Station. Shaker Corners. Mt. Morris: E. Corp. Line Mt. Morris: Mil St. Mt. Morris: Mil St. Mt. Morris: No. Corp. Line. Moscow. Wadsworth. York. York Town Line. Caledonia: Leicester Road. Canawaugus, Rt. 6.	V COUNTY Dansville: No. Corp. Line West Sparta Station Groveland Station. Shaker Corners Mt. Morris: E. Corp. Line Mt. Morris: Main St. Mt. Morris: No. Corp. Line Moscow Wadsworth York Caledonia Town Line Caledonia: Main St., Rt. 6. Canawaugus Monroe County Line	5398 622 855 5593 5593 Rt. 6	2.87  †5.22	1.66		3.64	4.00 3.34 3.44 1.00 2.70 3.50 3.20
	, a	so:  Dansville: Main St		2.87	2.13		7.69	29.30
1 2 3	Livingston County Line	COUNTY Scottaville: Allan Creek Scottaville: Cargill Hotel Scottaville: Cale'a Ave., Rt.16	5507 79 5046	2.14 0 47 2.61				

<sup>\*</sup>So in original.

<sup>†</sup> Not included in total.

### STATE ROUTE No. 15 - Concluded

Also from the point where the street in the village of Arkport, Steuben county, intersects the north and south road leading from Hornell to Doty's Corners, running thence westerly about three-quarters of a mile, thence northwesterly and northerly to Van Scoters Corners, Allegany county, to connect with a proposed county highway in said county.

Amended by L. 1912, ch. 473.

		MILES COMPLETED		<b>I</b> D	-uo	두 루		
Section number	FROM	то	Highway number	State	County	Town or corporation	Miles under tract	Approximate mi
3A	STEUBEN Arkport.		5532				2.67	
1	ALLEGAN Steuben County Line	Van Scoters Corners	5532				2.58	
		Route totals	No. 15.	22.48				28.60 67.41

### STATE ROUTE No. 16

Commencing at the village of Cubs, Allegany county, running thence northeasterly by the way of Belfast and Caneadea, to a point to be determined by the commission, on the dividing line between Wyoming and Allegany counties, running thence northerly by the way of Pike, Gaines ville and Rock Glen to Warsaw, running thence northerly to a point to be determined by the commission, on the dividing line between Genesee and Wyoming counties, running thence northerly to the village of Le Roy, running thence along route number six to Caledonia, running thence northerly to a point to be determined by the commission on the dividing line between Monroe and Livingston counties, running thence northerly by the way of Scottsville to the city of Rochester

			<u> </u>	c	Miles Omplet	<b>E</b> D	ģ	2.40 4.10 4.30 2.60
Section number	FROM	то	Bighway number	State	County	Town or corporation	Miles under tract	Approximate age to be by
1	Cuba: Main St.	Y COUNTY  Cuba: Water St	5174	0.20				<b></b>
3 4, 5	Seymour: Harbeck Farm Black Creek	Seymour: Harbeck Farm Black Creek Rockville		•••••			;	2.40 4.10
7 8	Belfast: Chestnut St	Belfast: Chestnut St	5615				3.40 3.20	
11 12	Stone's Corner	Filimore	5518 5518				2.40	
13	W ellers	Wyoming County Line						
1 2 3 4 5	Allegany County Line Pike: No. Corp. Line Pike Town Line Gainesville Parker Corner	COUNTY Pike: No. Corp. Line. Gainesville Town Line Gainesville Parker Corner Union Church. Warsaw: So. Corp. Line	5400 5400A	2.92	• • • • • • • • • • • • • • • • • • • •			2.10

STATE ROUTE No. 16 -- Continued

				C	MILES	ID.	8	a a a a a a a
Section number	FROM	то	Highway number	State	County	Town or cor- poration	Miles under tract	Approximate mile age to be built
6 7 8 9 10 11	Warsaw: So. Corp. Line Warsaw: No. Corp. Line Schoolhouse Corner Matthews Creek Middlebury Town Line	NTY — Concluded Warsaw: No. Corp. Line Schoolhouse Corner Matthews Creek Covington Town Line Pearl Creek Genesse County Line	5400 5024 5134 5410 5410 5024	2.52 0 59 3.59 2.39 1.49 2.07			:::::	8.75
1 1A 2 3	Wyoming County Line D., L. & W. R. R., South D., L. & W. R. R., North LeRoy; So. Corp. Line	COUNTY D., L. & W. R. R., South D. L. & W. R. R., North LeRoy: So. Corp. Line LeRoy: Main St. Livingston County Line	5582 R. R. 5538 Village Rt. 6	2.84 *3 24 2.84		0.70 *0.80 0.70	4.53	0.32
1	Genesee County Line	ON COUNTY  Caledonia: North St   Monroe County Line	Rt. 6 5021	*2 95 1.04 1.04				
2	Livingston County Line Garbutt Lewis Corner Scottsville: Caledona Ave. Scottsville: McVeans. South Chili South Chili South Chili	Lewis Corner Scottsville: Main St. Scottsville: McVeans South Chili Chili-Buckbee Road	R. R. 5279 5279 252 252	1.08	0 46 2 56 3 11	0.19		
		Rqute totals	No. 16	39.41	6.13	0.89	18.35	22.47

<sup>\*</sup>Not included in total (3)

Commencing at a point to be determined by the commission on route number four at or near Hinsdale, running thence northerly by the way of Franklinville and Machias to a point to be determined by the commission near the dividing lines of Erie, Wyoming and Cattaraugus counties, running thence northwesterly by the way of East Aurora to the city of Bufialo.

4			ts	С	MILES	ED	-d 8	4 10 3.70 7.80
Section number	FROM	то	Highway number	State	County	Town or our-	Miles under	Approximate
1, 2 3, 4 5, 6 7 8	Law Corner	Franklinville Town Line					6 96 6 88 4 73 2 17	4 10 3.70
.1 12	East Cazenovia Creek East Aurora: Olean St East Aurora: P. R. R.	Hand Road Holland Bast Casenovia Creek East Aurora: Main St. East Aurora: P. R. R. East Aurora: Buffalo St. East Aurora: No. Corp. L. Elma Town Line. Seneca Town Line. Casenovia Creek (East). Casenovia Creek (West). Pratt Corner.		4.97 0.85 0.59	0.74 4.23 4.12 0.68	0.21		
		Route totals		10.93	9.77	0.21	25.95	12.49
		Total miles in Route	No. 17					59.35

# STATE ROUTE No. 18

Commencing at a point to be determined by the commission, on the dividing line between Ripley. Chautauqua county, and the state of Pennsylvania, running thence northeasterly by the way of Westfield, Brocton, Fredonia, along the old Buffalo and Erie road, to a point to be determined by the commission, on the dividing line between Erie and Chautauqua counties, running thence northeasterly and northerly to the city of Buffalo, running thence northeasterly and northerly to the city of Buffalo to North Tonawanda, running thence northwesterly and wester from North Tonawanda to the city of Niagara Falls, running thence northerly from Niagara to the way of Lewiston to a point near the mouth of Niagara river, Niagara county.

Amended by L. 1911, ch. 89

t.			五	c	MILES	<b>B</b> D	<b>d</b>	e ile
Section number	FROM	то	Highway number	State	County	Town or corporation	Miles under tract	Approximate age to be h
1A 2 2A	Ripley	A COUNTY Ripley Forsyth Westfield: W. Corp. Line. Westfield: Viaduet (W. End). Westfield: Viaduet (E. End) Westfield: Corp. Line Church Corpers	Town			0.25		3 12 3.62 3.32 0.70 1 39 2.23

STATE ROUTE No. 18 - Concluded

			¥	C	MILES	LD.	8	Puilt Puilt
Bertion number	FROM	то	Highway number	State	County	Town or car-	Miles under tract	Approximate age to be bu
4 4A 4B 5 6 7 8	Brocton: W. Corp. Line. Brocton: E. Corp. Line. Fredonia: W. Corp. Line. Fredonia: Byring St. Fredonia: Byring St. Fredonia: D. A. V. & P. R. R. Roberts Road. Sheridan Sheridan Town Line.	Fredonia: W. Corp. Line. Fredonia: Spring St Fredonia: D. A. V. & P. R. R. Robsts Road. Sheridan. Hanover Town Line. Bilver Ck.: Forestville Rd. Silver Oresk: Dankirk St.	Village 5262	2.15 3.53		0.72		1.39 4.61 1.32 3.20 3.63 1.7
1 2 3 4 5 6 7 8 12 18	Chartauqua County Line Farnham: Commercial St. Farnham: No. Corp. Line Evans Center  Walden Cliffs Athol Springs Woodhawn: Fifth Ave. Buffale: No. Corp. Line	OUNTY   Farnbam: Commercial St.     Farnbam: No. Corp. Line     Evans Center     Walden Cliffs     Athol Springs     Woodlawn: Fifth Ave     Bufalo: So. Corp. Line     Tonswands Creak Bridgs	5193	4 49 2 00 5 87 1 89 2 61 2 84				0.67 4.59
6, 7 8	Tonswanda Creek Br.dge. St. Johnsburg. La Salle: Oreen Ave. Cayuza Creek (East). La Salle: Creek Road. Niagara Falls: E. Corp. L. Niagara Falls: E. Corp. L. Niagara Falls: No. Corp. L. Lewiston: Hill. Lewiston: No. Corp. Lines.	COUNTY St. Johnsburg La Saile: Green Ave. Cayunga Croek (East) La Saile: Creek Road Niagara Faile: Corp. L. Niagara Fails: Main St. Niagara Fails: Mo. Corp. L. Lewiston Hill Lewiston: No. Corp. Line. Youngstown: 8o. Corp. L. Youngstown: No. Corp. L.	5164 5083 5381 5083 City City 473 5300 5300	8 45 0 49 0 03 1 92	2.22	2.94		
		Route totals	No. 18	17.61 43.04	2.2	7.0.	) 	40.33

Commencing at the city of Buffalo, running thence easterly to Marilla, thence southerly to Wales Center, thence easterly to a point to be determined by the commission on the dividing line between Wyoming and Eric counties, running thence easterly to Varysburg, thence northerly by the way of Attics to a point to be determined by the commission on the dividing line between Genesee and Wyoming counties, running thence northeasterly to Batavia, Genesee county, connecting with route number six.

		,	b	С	Malas Malas	lp	<b>6</b> 8	計畫
Section number	FROM	то	Bighway number	State	County	Town or corporation	Miles under tract	Approximate mile
1 2 3 4 5 6 7 8	R. R. Crossing (West). R. R. Crossing (East). W. Seneca Town Line. Elma: Bowen Road. Elma Town Line. Marilla. Wales Center: Four Rod Rd.	R. R. Crossing (West) R. R. Crossing (East) Elma Town Line Elma: Bowen Road Marilla Town Line Marilla Wales Center: Bir Tree Road	371 372 372 372 529 5635 86		1.78 3.29 2.95 3.19 2.46 0.27			0.87 5.78 8.15 9.50
1 2 3 4 5	Persons Corners. Varysburg. Sierks.	COUNTY Persons Corners Varyaburg Siserks Attica: Sc. Corp. Line. Genesce County Line.	•••••					3.90 4.10 4.40 2.80 0.90
1 2 3 4 5	Alexander Town Line	COUNTY Alexander Batavia Town Line Batavia: So. Copp. Line Batavia: N. Y. C. R. R. Batavia: Main St. (Rt. 6)	City City			0.38 0.35 0.73		3.60 4.24 2.65
		Route totals			13.94	0.73		35.49

Commencing at a point on route number six, at or near Elbridge, in Onondaga county, running thence northerly to Jordan and westerly to a point to be determined by the commission, on the dividing line between Cayuga and Onondaga counties, running thence northwesterly and southwesterly by the way of Port Byron and Montesuma, to a point to be determined by the commission, at or near the dividing lines between Wayne, Seneca and Cayuga counties, running thence northwesterly and westerly from Savannah, Clyde, Lyons and Newark to Palmyra, running the county of Ontario south of the Eric canal a distance of about on mile, between Newark and Palmyra, entering and returning from the county of Ontario through such points as the commission may determine in the dividing line between the counties of Wayne and Ontario; running thence from Palmyra and Macedon to a point to be determined by the commission, on the dividing line between Monroe county. Monroe county. Monroe county.

Amended by L. 1915, ch. 43.

			<u>*</u>	C	MILES	BD	-do	1
Section number	FROM	то	Highway number	State	County	Town or cor- poration	Miles under tract	Approximate mile
1 2 3 4	Elbridge: Main St., Rt. 6	A COUNTY Elbridge: No. Corp. Line Jordan: 80. Corp. Line Jordan: W. Corp. Line Cayuga County Line		0.51	1.57		1.03 0.73	
1 2 3 4 5	CAYUGA Onondaga County Line Weedsport: North St Port Byron: E. Corp. Line Port Byron: W. Corp. Line	COUNTY Weedsport: Seneca St Weedsport: Brutus St Port Byron: E. Corp. Line Port Byron: W. Corp. Line Seneca County Line	1317 5609 5609 5610				1.03 4.39	
1	Cayuga County Line	COUNTY  Wayne County Line						
1 3-5 6 7, 8 9 10 11-13 14 15 16 17	WAYNE  Sensea County Line Clark's, and Savannah Hall's Clyde: E. Corp. Line Clyde: Ford St. Clyde: W. Corp. Line Look Berlin Lyons: E. Corp. Line Lyons: W. Corp. Line Newark: St. Newark: St. Newark: St. Newark: W. Corp. Line (Continue	COUNTY Clark's. Hall's. Clyde: E. Corp. Line. Clyde: E. Lagow 8t. Clyde: W. Corp. Line. Look Berlin. Lyons: E. Corp. Line. Lyons: W. Corp. Line. Lyons: W. Corp. Line. Newark: St. Newark: St. Newark: W. Corp. Line. Ontario County Line.	5017 5089 5089 5089	2.98 3.65 0.90		0.30		2.20  0.99 3.29 2.34 2.10 4.00 0.60 0.70 2.80
1	1 ONTARIO	COUNTY  Pt. Gibson and Wayne Co. L.	1 1		1			
19 20-22 23 24 25	Ontario County Line Palmyra; E. Corp. Line Palmyra; W. Corp. Line Macedon; B. Corp. Line	TY — Concluded Palmyra: E. Corp. Line Palmyra: W. Corp. Line Macedon: E. Corp. Line Macedon: No. Corp. Line Monroe County Line				•••••		3.90 1.70 2.80 1.10 3.80
2-4 4A	MONROE Wayne County Line Fairport: E. Corp. Line Fairport: W. Corp. Line	COUNTY Fairport: E. Corp. Line Fairport: W. Corp. Line Basket St	479		0.27			3.20 1.40

# STATE ROUTE No. 20 - Concluded

•		e de	¥	C			Miles Completes		000	4
Section number	PROM	то	Righway number	State	County	Town or corporation	Miles under tract	Approximate on		
5 6 7	Backet St. Shripe's Corner	NTY — Concluded Glaripe's Cerner	60 5093 5					0.18		
		Route totals		8.04	7.58		10 04	4.78		
	•	Total miles in Route	No. 20					69.35		

# STATE ROUTE No. 21

Commencing at a point on the Hudson river at or near Albany and running thence easterly to a point at or near Sand Lake, running thence southerly to a point at or near Nassau, in Renselsar county, running thence southeasterly to a point to be determined by the commission, on the dividing line between Columbia and Rensselsar counties, to a point to be determined by the commission, on the dividing line between Columbia county and the state of Massachusetts.

			*	O	MILES	-	98	e H
Section number	FROM	то	Highway number	State	County	Town or ear- poration	Miles under tract	Approximate mile
6 7 8 9	Rensselaer: Hedsos River Rensselaer: High St. Greenbush Road. Defreestville. West Sand Lake. West Sand Lake. Vest Sand Lake. Paper Mill Bridge. Nassau Town Line. Hosgs Corners Road. Nassau: No. Corp. Line. Nassau: Chatham St. Nassau: Chatham St. Nassau: Chatham St. Nassau: Boad.	ER COUNTY Rénsselaer: High St. Defreestville-Couse Road Defreestville Wost Sand Lake Averill Park: Troy Road. Averill Park: Nessau Road. Paper Mill Bridgs Nassau: Town Line. Hoags Cornaers Road. Nassau: No. Corn. Line Nassau: Church St. Nassau: E. Corp. Line. Brainard: South Road. Rast Nassau Road. Columbia County Line.		3.1 <b>6</b> 0.56 0.41	3.65 2.06			\$ 00 2 50 3 00 3 30 0 .54
1-2 3 4	COLUMBI/ Remmolaer County Line New Lebanon-Leb'on Spr. R.i Mount Lebanon	New Lebanon-Mt. Leb'on Rd. Mount Lebanon	615		6.56 6.69 7.16			1.10
		Route totals	No. 21	ļ	12.91	ļ	<u> </u>	15.44 36.38

# Troy City - Whitehell - Putnem Section

Commencing at a point in Rousselser county at or men the city of Troy, running thence northeasterly by the way of Raymertowa, to Potter Hill, running thence northerly through Housiek Falls, to a point at or men fingle Bridge, on the dividing line between Washington and Rennelsew counties, running thence northerly by the way of Cambridge, Salem and Graswille by the way of Whitehall and the shore road along Lake Champlain to Putnam.

			女	. C	MILES MPLETI	<b>ž</b> D	100	• mile- built
Section number	FROM	то	Highway number	State	County	Town or cor- poration	Miles under tract	Approximate age to be bo
1 2 3 4 5 5 7 8 9	Troy: Old E. Corp. Line Reservoir Road Clums Corners Road Haynerswile Tombannook Reservoir Fiststown Town Line Hoosaik Road.	Clums Corners Road. Haynersville. Tomhannock Reservoir. Bloosick Town Lisse. Hossick Road. Hossick Falls: Sa. Corp. Lisse Roseick Falls: No. Cegs. L.	5893 30 25 84 478 6479 5384 490 490		2.90 3.45			
1 2 2 4 4 5 6 7 8 8 9 10 11 11 12 13 14 15 15 15 16 17 18 18 19 20 21 22	Renselaer County Line Center White Creek Cambridge: So. Corp. Liss Jackson Greenwich Junction Salem: No. Corp. Line West Pawlet Granville: So. Corp. Line Granville: No. Corp. Line Granville: No. Corp. Line Middle Granville Comstock: Peet Ann Tewn Line Whitehall: So. Corp. Line Whitehall: Bread St East End of Bridge W. End of South Bay Bridge Dreaden Center Dreaden Center Dreaden Center	West Pawlet. Granville: So. Corp. Line. Granville: No. Corp. Line.	3637	3.68 6.64 3.09 2.95 9.48 1.75	2.06 1.25 1.31 0.32 4.77		5.77	3.80 5.10  3.50 4.10 2.70
	•	Reute totals	<b> </b>	43.82			5.77	19.50
		Total miles in southe	m secti	on of R	oute No	. 22		99.94

# STATE ROUTE No. 22 Riparius — Rouses Point Section

And commencing at a point on route twenty-five at Riparius in Warren county, and running thence to a point to be determined by the commission on the dividing line between Essex and Warren counties, and running thence northerly by way of Schroon Lake village to Elizabethtown, running thence westerly to Keene, thence northerly to Ausable Forks and a point on the dividing line between Clinton and Essex counties, thence northeasterly to a point at or near Ausable Chasm, thence northerly by the way of Plattsburgh and Chasy to Rousse Point.

Route No. 25 at Loon Lake. Essex County Line				ž.	Co	MILES	:D	8	ili i
1	Section number	FROM	то	Highway number	State	County	Town or cor- poration		Approximate mile-
1   Warren County Line	1, 2			692		8.94			·····
1   Ausable Fig. and Essex Co. L. Clintonville   476   5.33   5.58	2, 3	Warren County Line. Schroon Lake Hamlet. Schroon Town Line. North Hudson Hamlet. Courtney Pond. Buba Mills. New Russia. Elizabethtown: High St. Elizabethtown Town Line. Keene. Upper Jay. Jay. Featherstone's. (Continue)	Schroon Lake Hamlet. No. Hudson Town Line North Hudson Hamlet. Courtney Pourl Euba Mills New Russia. Elisabethtown: High St Keene Town Line. Keene. Upper Jay Jay Jay Ausable Fks. and Clin. Co. L. ed Below)	5179	5.39 3.95 5.33 6.00 3.70 6.18 6.21 6.06 3.69 2.54				
Clinton County Line.   Clinton County Line.   5311   1.57	4	Ausable Fks. and Essex Co. L. Clintonville Kesseville: So. Corp. Line Ausable Chasm	Clintonville	651 5056	2.26	5.58			
6 Essex County Line. Little Ausable River. 5311 2.06	21	ESSEX COUN' Clinton County Line	TY — Concluded  Clinton County Line	5311		5.46		6.77	
100gc 501331	9A 9C 10 11 12 13 13A 14 15	Essex County Line. Little Ansable River Plattaburg: So. Corp. Line. Plattaburg: Old Corp. Line. Plattaburg: Old Corp. Line. Peru St. Railroad Crossing. Peru St. Margaret St. Railr'd Crossing Plattaburg: No. Corp. Line.  Ingraham. Chasy-Chasy Landing Road Railroad Crossing, Chasy. Coopersville. Coopersville. Rouses Pt.: So. Corp. L.	Little Ausable River. Plattaburg: 8o. Corp. Line. Plattaburg: Old Corp. Line. Peru St. Railroad Crossing. Bridge St. Margaret St. Railr'd Crossing Plattaburg: No. Corp. Line. Ingraham. Chasy-West Chasy Road. D. & H. R. R. Crossing. Cooperaville. Rouses Pt. So. Corp. Line. Rouses Pt. So. Corp. Line. Rouses Pt. So. Corp. Line. Rouses Pt. So. Corp. Line. Rouses Pt. So. Corp. Line. Rouses Pt. So. Corp. Line. Rouses Pt. So. Corp. Line. Rouses Pt. So. Corp. Line.	City 5197 5594 433 5199 5199 5228	6.89 0.26 0.30 1.53 4.55 3.70 1.69 2.36 26.89	0.40	1.3i 0.7s	3.79	2.53 5.60
					-			{	

# STATE ROUTE No. 22A

Commencing at a point at the end of county highway petition number sixteen hundred and fifty-one, in the village of Newman and running thence northeasterly through Wilmington Notch and High Falls to Hathaway Corners, thence northerly across Ausable river to Nye's Corners, thence easterly through the village of Wilmington to the village of Jay connecting with route number twenty-two, Essex county.

Amended by L. 1914, ch. 201.

				C	Miles Completed			il il
Section number	FROM	то	Highway number	State	County	Town or corporation	Miles under tract	Approximate mil age to be built
1 2 3	High Rall	COUNTY High Fall Wilmington Jay, Route No. 22	5500 } 5540					
		Route totals	 No. <b>2</b> 2/	17.32				17.32

### STATE ROUTE No. 22B

Commencing at a point on county highway number eight hundred and ninety-one outside of the village of Ticonderoga and extending westerly through the towns of Ticonderoga and Schroon through the village of Chilson, to a point on route number twenty-two at or near Severance hill, being within the boundaries of the county of Essex.

Added by L. 1913, ch. 785.

			1 2	c	MILES OMPLET	98	il il	
Section number	FROM	то	Highway number	State	County	Town or eor- poration	Miles under tract	Approximate age to be b
3 4 5	Ticond'ga: Howe St., C.H.891 South Road	Chilson Lake Crossing					2.48 3.50 5.98	8.20 2.00 3.30 3.20  11.70
		Total miles in Route	No. 22	В				17.68

### STATE ROUTE No. 22C

Commencing at a point on county highway number ten hundred and twenty-three, and running thence northerly and westerly to Pottersville on the easterly side of the Schroon river, terminating at route number twenty-two, all within the boundaries of Warren county.

Added by L. 1913, ch. 785.

			1	С	Miles Omplet	8	alit dil	
Section number	FROM	то	Highway numb	State	County	Town or cor- poration	Miles under tract	Approximate age to be by
1 2	WARREN Starbuckville: C. H. 1023 Valentine Creek	COUNTY Valentine Creek Pottersvile, Route No. 22 Route totals.						2.30 2.50 4.80
		Total miles in Route	No. 220	,	<del></del>	<del> </del>		4.80

Commencing on the Cherry Valley turnpike at the westerly line of the village of West Winfield near the intersection of the three counties, Otsego, Oneria and Herkimer, running thence westerly to the village of Bridgewater, running thence northerly to the city of Utics, running thence northerly through the town of Deerfield to a point to be determined by the commission on the dividing line between Herkimer and Oneria counties, at or near Polant, there intersecting route nameber twenty-sig, running northeasterly through Cold Brook, Wilmurt and Nobleboro to the Hamilton county line there joining the county highway of Hamilton county which leads through Morehouseville to Lake Pleasant, joining route twenty-four at Lake Pleasant and running thereon to Speculator, running thence northerly by way of Lewey Lake to Indian Lake village; thence northwesterly to Blue Mountain Lake there joining route twenty-five.

Amended by L. 1914, ch. 47.

			¥	С	Miles Omplet		8	1
Section number	FROM	то	Highway number	State	County	Town or corporation	Miles under	Approximate mil
1	W. Winf.: W. Cp. L., Rt. 23 A.	R. COUNTY  Oneida County Line	5465	0.04		<u></u>		 
1	ONEIDA Horkimer County Line (Continue		5465	0.57				
1.4	Oneida County Line(Continu	NTY — (Continued) Otsego County Line ed Below)	5495	0.10				
· <b>1</b>	OTSEGO Herkimer County Line	COUNTY Oneida County Line	5465	1.53				
10	Clayville: So. Corp. Line. Clayville: No. Corp. Line. Paris Town Line. Utica: So. Corp. Line. Utica: Parkway Utica: Oncida Square. Barge Canal, South.	Bri Igewater: No. Corp. L. Paris Town Line. Clavville: So. Corp. Line. Clavville: No. Corp. Line. Hartford Town Line. Utica: So. Corp. Line. Utica: Pa-kway. Utica: Oncida Square. Barge Canal South. Barge Canal, North. Deerfield Four Corners. Shaw Corner	933 5601 5633 5597	1.44	4.05 2.31 2.73 4.63	0.75 1.70 0.16	5.34 °0.68	0.53 0.34 0.71 5.10
1 2 3 4 5 6 7 8,9	Oneida County Line Poland: Main St. Poland: R. Corp. Line Coldbrook: So. Corp. Line. Coldbrook: State St. Coldbrook: No. Corp. Line. Russia Town Line. Norway Town Line. Ohio	NTY — (Concluded) Poland: Main St. Poland E. Corp. Line. Coldbrook: Sp. Corp. Line. Coldbrook: No. Corp. Line. Coldbrook: No. Corp. L. Norway Town Line. Ohio Town Line. Ohio Wilmurt. Hamilton County Line.	5069 360 5069 467 467	0.81	6.33 6.53 1.81		*0.74	2.60 3.50 6.10 4.20
2, 3 4 5	HAMILTON Herkimer County Line Mt. House Road Morehouse Town Line	I COUNTY Mt. House Road Arietta Town Line Ironder oit Bay Echo Cliff	874		†5. <b>0</b> 0			15 63 13.20 12.43

<sup>\*</sup>Not included in total.

† Not included in total according to an epinion dated November 10, 1915, by the Attorney General to the effect that Route 23 Stops at the Herkimer County Line and is again taken up at Lake Pleasant, running there to Speculator, etc.

# STATE ROUTE No. 23 - Concluded

			*	C	MOUNT	ġ		
Seption symbs	FROM	то	Highway number	State	County	Town or cor- poration	Miles under tract	Approximate mile
6	HAMILTON COU	NTY — Concluded						12.50
7 8	P18800	LAHV Lake	1025		14.98			
9 10	Lake Pleasant	Lake Pleasant	Rt. 24		3.44			2.40
11	Hatchery	Jessup River						
12	Jessup River	Mason Lake	1	1			1	3 60
13 14	Mason Lake	Lewey Lake Outlet Griffia Brook						4 80 4 20
15	Griffin Brook	Sabasi			• • • • • • •			5 00
16	Sabael	Indian Leke Hamlet						3 40
17	Indian Lake Hamlet	Cedar River Road						2 14
18 19	Forest House	Rorest House						4 90
		lenge ner reserving the section						
		•						38 54
		Reute totals		5.74	18.44	2.61	5.34	61.62

# STATE ROUTE No. 23A

Commencing on route six in the village of Ilion at its intersection with Otsego street, running thence southerly through Cedarville, Chepachet and to the westerly line of the village of West Winfield, there connecting with route twenty-three.

Amended by L. 1912, ch. 535.

			製	С	MILES OMPLET	8	計畫	
Section number	FROM	то	Highway number	State	County	Town or corporation	Miles under tract	Approximate mil
2, 3 4 5 6	Ilion: E. Main St., Rt. 6 Ilion: So. Corp. Line Cedarville East Winfield.	Cadarvilla	5513 5466  5465	7.12				3 90 1 90 5.80
		Total miles in Route	No. 23A					14 85

<sup>\*</sup> Not included in total.
† Not included in total according to an opinion date! November 10, 1915, by the Attorney General to the effect that Reute 23 stops at the Herkimer County Line and is again taken up at Like Pleasant, canning themse to Spec-

Commencing at a point on route number six at Fonda, Montgomery county, running thence northerly to a point to be determined by the commission on the dividing line between Fulton and Montgomery counties, running thence northerly by the way of Johnstown and Gloversville to Northville, running thence northerly to a point to be determined by the commission on the dividing line between the counties of Hamilton and Fulton, running thence northerly to Lake Pleasant.

		×			Miles MPLETED			
Section number	FROM	то	Highway number	State	County	Town or our- poration	Miles under tract	Approximate mil
1	MONTGOME Fonda: Main St., Rt. 6	RY COUNTY  Fulton County Line	5096	2.43				····
2A 3 4A 5 5A 6A 7 8A	Montgomery County Line. Johnstown: So. Corp. Line. Johnstown: W. Madison Ave. Johnstown: E. Corp. Line. Gloversville: Fulton St. Gloversville: No. Main St. Gloversville: P. Corp. Line. Mayfield: W. Corp. Line. Mayfield: No. Corp. Line. Dennie Corners. Mayfield Town Line. Chapman's Corners. Sacandaga River. Northville: Bridge St.	Johnstown: So. William St	5096 5394 City 5394 City City 363 5194 363 541 362 5065 Village	0.64 0.82 0.72 1.11 0.44 1.93	4.04 1.37 3.54 3.25 1.71	1.95 1.60 0.80 0.95		
1 2 3 4 5 6 7	Fulton County Line.  Hope Center.  Hope.  Dunhams. Stuart Corners.  Wells Town Bridge.  Speculator.	Hope Dunhams Stuart Corners Wells Town Bridge Speculator Lake Pleasant, Rt. 23	5038 5133 5133 5268 5514 5523 277	2.30 3.18 5.78	3.44		6.98	6.74
	Stuart Corners	so:  Elbow Creek	5268	0.23			6.98	6.74
		Route totals	ļ	22.64	17.35	5.79	6.98	6.74

Commencing at Whitesboro near Utics on route number twenty-eight in Oneida county, run-Commencing at Whitesboro near Utica on route number twenty-eight in Oneida county, running thence northerly, by the way of Marcy, Holland Patent, Remsen, Alder Creek and White Lake Corners, to a point to be determined by the commission, at or near the dividing lines between Herkimer, Lewis and Oneida counties, running thence northeasterly by the way of Fulton Chain, and on or near the highways laid out, to a point to be determined by the commission, on the dividing line between Hamilton and Herkimer counties, running thence easterly by the way of Raquette Lake, and on the south shore of Raquette Lake, running thence easterly to Blue Mountain Lake, running thence northersterly to Lake Mountain by the commission, on the dividing line between Essex and Hamilton counties, running thence easterly to Newcomb, running thence southeasterly by the way of Minerva, to a point to be determined by the commission, on the dividing line between Warren and Essex counties, running thence by the way of North Creek, Riparius and Warrensburg to Lake George, running thence southerly to a point to be determined by the commission on the dividing line between Saratoga and Warren counties at or near Glens Falls, running thence southerly by the way of Saratoga Springs to Ballsford Spa, running thence southeasterly to a point to be determined by the commission at or near the city of Albany.

			2	C	MILES	D	-000	in in in in in in in in in in in in in i
Section number	FROM	то	Highway number	State	County	Town or oor-	Miles under tract	Approximate mil
1 2 3 4 6, 7	Barge Canal, North. Carey Corners. Stittville. Trenton: Mappa Ave. Prospect. Remsen: Prospect St.	Barge Canal: South Barge Canal, North Carey Corners Stittville Trenton: Mappa Ave Prospect Remsen: Main St	5547 B. C. 5547 5325 5325 5345 5345 5248	6.76 5.61 3.16 2.70 5.89 16.77			0.03	
	Remsen: Prospect St	so:  Trenton Town Line	53 <del>4</del> 6		·····	0.16		
1 2 3 4 5	Oneida County Line Moose River, McKeever Old Forge: So. Corp. Line Old Forge: E. Corp. Line	Moose River, McKeever Old Forge: So. Corp. Line Old Forge: E. Corp. Line Bald Mountain Hamilton County Line	462 5441	1.27	10.34		<u> </u>	
3-4 5-7 8-9	Herkinder County Line.  Inlet Road Inlet Town Line Long Lake Town Line Inlet Town Line South Inlet River Arietta Town Line Utowana Lake Blue Mountain Lake Salmon River	N COUNTY Inlet Road Long Lake Town Line Inlet Town Line Arietta Town Line South Inlet River Indian Lake Town Line Utowana Lake Blue Mountain Lake Salmon River Grove Long Lake, Show Pond Essex County Line			3.76			3.58

# STATE BOUTE No. 25 - Concluded

			14	C	Milas Milas	<b>D</b>	4	貴
Section number	FROM	то	equina Alaquiji	Pente	County	Town or nor- poration	Miles under	Apprenimate age to be bu
1-2 3-4 5-6 7-8	ESSEX (Hamilton County Line. (Newsonah Your Line. Aiden Lair. Minerya.	Minerva Town Line	50.05 756 5187 5196 658	\$.60 6.35	7.03 2.64 10.67			
5-8 9, 10 11, 12 13 14 15 16	Resex County Line North Creek Westertown Riparius: Hudson R. Br. E. Chestertown	COUNTY North Creek Wevertown Riparies: Hudson R. Br. W. Cheskettown Chase Mountain Warrensburg Lake George: No. Carp. L. Lake George: So. Carp. L. Glens Falls: Uncoln Ave. Seratoga County Lima.	736 5185 5088 5055 691 5158 5157 5287 5287 5088 417 5628 City	6.07 1.53 1.63 6.50 6.54 4.58 1.48	4.13 5.75 7.56	1.10		
	North Cresk; Wevertown Rd.	iso:  North Creek: D. & H. R. H.	5185	0.50 29.44	17.43	1.10		
1-2 2 4 5 6 7 7 8 9 10 11 12 13 14 15 16 17	Warren Caunty Line. So. Glans Falls: Sc. Corp. L. Pt. Edward Road. Moreau Towa Line. Northumberland Road. Saratoga Town Line. Saratoga Springs: E. Corp. L. Saratoga Springs: Lake Ave. Saratoga Springs: Hono St. Saratoga Springs: Corp. L. Saratoga Springs: Corp. L. Saratoga Springs: Corp. L. Ballaton Spac. E. Corp. Line. Ballaton Spac. E. Corp. Line. Ballaton Spac. Hamilton St.	A COUNTY So. Glens Falls: So. Corp. L. Ft. Edward Road Northumberland Town Line. Schneylerville Read Suratoga Springs: Town Line. Seratoga Springs: E. Corp. L. Saratoga Springs: Circular St. Saratoga Springs: Circular St. Saratoga Springs: Circular St. Saratoga Springs: Corp. Line. Ballston Spa: F. Corp. Line. Ballston Spa: Front St. Ballston Spa: Front St. Ballston Spa: So. Corp. Line. Mourning Kill Creek Bullston Lake Hamlat Lipes Corners Clifton Park Crescent and Albany Ca. Line	City City City 241 5062 Vidage	0.66 9.54 1.73 4.52		0.85		3.50 4.03 4.19 4.30 
1 2-3 4 5	Crescent and Saratoga Co. L	COUNTY Dry Dock. Whitbeck Cornera. Newtonville. Albany: Old No. Corp. Line. Route totals.	5614 5555 119 22	4.20	2.74 3.41 6.15	3.79		67.51

Commencing in the village of Michawk near the intersection of routes five and six, theses running easterly through Jacksenburg to Little Falls, thence running morthwesterly through Estonswille, Middleslite, Newsport and Poland, across the corner of Conids. county, thence in Herkimer county to a point on the dividing line between Conids and Herkimer counties near Gravesville, theses by the way of Treates Falls to join route number twenty-five at or near Treaten.

Amended by L. 1926, ch. 573.

			ž	C	MILES	<b>E</b> D	-goo	
Section number	FROM	то		State	County	Town or cor- poration	Miles under tract	Approximate mile
	Mohawk: Main St., Rt. 6. Mohawk: Main St., Rt. 6. Jacksonburg Little Palls: So. Corp. Line. Little Palls: Eris Canal Little Palls: No. Corp. Line. Little Falls: No. Corp. Line. Middleville: So. Corp. Line. Middleville: Bridge Sts. Middleville: Bridge Sts. Middleville: Ridge Sts. Middleville: No. Corp. Line. Newpert: So. Corp. Line. Newpert: No. Corp. Line. Peland: So. Corp. Line. Peland: So. Corp. Line.	R COUNTY Infehawk: E. Cerp. Line Jacksonburg Listle Falls: So. Cerp. Line Listle Falls: Church St. Little Falls: Church St. Little Falls: Church St. Little Falls: No. Corp. Line Fairfield Town Line Rainfield Town Line Rainfield Heides So. Corp. Line Rainfield Heides So. Corp. Line Rainfield Heides So. Corp. Line Rewpert: No. Corp. Line Poland: So. Corp. Line Poland: Cold Brook St. W. Can. Ck.: Ossida Ce. L. ad Below)	City City City City 461 461 5064 461 5069	0.54	3.25	0.71 0.36 1.10	0.74	0.10 4.25 3.02 
1	Peland; W. C. Ok.: Herk. C. L	. COUNTY . W. Can. Ck.: Herk. Co. L ed Below)	<b>55</b> 59			<u></u>	0.75	<del></del>
16	HERKIMER COU W. Can. Ck.: Oneida Co. L.	NTY — (Concluded) Chravesville: Cacida Co. I	5589	2.25	6.07	2.17	3.56 4.30	15.74
2	ONEIDA COUN W. Can. Ck.: Heek. Co. L.	TY — (Concinded)  Trenten: Bosn St., Rt. 25	5639				3.84 4.50	
		Roate totals		2.25	6.07	2.17	8.80	15.74
		Total miles in Rout	e No. 2	3				85.12

Commencing at a point on route number twenty-five, to be determined by the commission near Alder Creek, running thence northwesterly by way of Booneville,\* to a point on the dividing line between Lewis and Oneida counties, running thence northerly by the way of Lowville, to a point at or near Carthage, on the dividing line between Jefferson and Lewis counties, running thence northwesterly and westerly to the city of Watertown, running thence northwesterly from the city of Watertown to Clayton, thence northeasterly to Alexandria Bay, Jefferson county.

			8	c	MILES		-d08	100
Section number	FROM	то	Highway number	State	County	Town or cor-	Miles under	Approximate mile
1 2 3	ONEIDA Alder Creek: Rt. 25 Boonville: Black River Canal. Boonville:	COUNTY Boonville: Black River Canal Boonville: —	5307 5303 5307	0.83				
1 2 3 4 5 6 7 8 9 10	LEWIS ( Oneida County Line	Turin: So. Corp. Line. Turin: No. Corp. Line. Martinsburg Town Line. Martinsburg. Lowville: So. Corp. Line. Lowville: No. Corp. Line. Harrisburg Creek	5327 5327 5327 5077 5036 5309 5332	3.07 3.10 1.08 4.92 3.08 2.61 1.30 3.77 6.86 2.58				
4A 4B 4C 4D 5 6A 7 8 8A 10	Deforiei: Black River Br. Felt Mills: Carthage Rd. Cemetery Corner. Black River: B. Corp. Line. Black River: B. Corp. Line. Paper Mill Tracks. Black River: West Side. Watertown: E. Corp. Line. Watert: Black Riv. Br., No. Watert: Black Riv. Br., No. Watert: R. R. Crossing, No. Watert: R. R. Crossing, No. Watertown: Castern Blvd. Watertown: Castern Blvd. Watertown: Golorado Ave. Watertown: Main St. Watertown: No. Corp. L.	W. Carthage: Black River. Carthage: Church St. Carthage: School St. Cart.: N. Y. C. &H.R. R. R., So. Cart.: N. Y. C. &H.R. R. R., No. Cart. N. Y. C. &H.R. R. R., No. Carthage: No. Corp. Line. Deferiet: Black River Br. Felt Mills: Carthage Rd. Cemetery Corner. Black River: B. Corp. L. Parkinson Corner. Browns Corner. Browns Corner. Browns Corner. Browns Corner. Browns Corner. Browns Corner. Browns Corner. Watertown: E. Corp. Line. Watert.: Black Riv. Br., No. Watert.: Black Riv. Br., No. Watert.: R. R. Crossing, No. Watert. R. R. Crossing, So. Watertown: State St. Watertown: Bradley St. Watertown: No. Corp. L. Brownville Town Line. Brownville Town Line.	53323 53442 53444 428 55444 428 5152 5005 5175 5005 5175 5005 5175 5530 1134 5530 1134 5530 5140 5140 5140 5140 5140 5140 5140 514	0.28 0.69 0.29 0.33 0.73 0.09 3.59 0.39 0.39	4.883 3.79 1.21	0.23		0.07
13A {	Clayton: State St	io: Clayton: Water St Clayton: Webb St Clayton: State St	} <b>540</b> 3	1.17	10.23	2.32		0.21
		Route totals		42.37 85.96	10.23	2.32		0.21 0.21 98.72

<sup>\*</sup>So in original.

Commencing at the city of Utica, Oneida county, running thence northwesterly to Rome, running thence northwesterly from Rome, by the way of Camden, to a point to be determined by the commission, on the dividing line between Oswego and Oneida counties, running thence northwesterly by the way of Parish to Union Square, Oswego county.

	FROM	то	50	Milms Completed			98	曹貴
Section number			Highway number	State	County	Town or oor-	Miles under tract	Approximate mile
1 1A 1B 2	Utica: Genesee St. Utica: W. Corp. Line. Yorkville: Champlain Ave. Yorkville: Whitesboro: Sauquoit Creek. Whitesboro: Sauquoit Creek. Whitesboro: W. Corp. Line. Carey Corners. Marry Town Line. Floyd Town Line. Rome: Corp. Line. Rome: Wood Creek. Rome: Wood Creek. Rome: Wood St. Rome: Wood Line. Taberg. Camden: Mad River.	COUNTY Utics: W. Corp. Line. Yorkville: Champlain Ave. Yorkville: Sauquoit Creek. Whitesboro: W. Corp. Line. Carey Corners. Floyd Town Line. Rome: Fown Line. Rome: F. Corp. Line. Rome: Know St. Rome: W. Corp. Line Lee Town Line. Taberg. Camden: Mad River. Camden: M. Corp. Line. Comego County Line.	City 5091 21 5059 Rt. 25 296 295 560 5131 563 5139 5139 5461	0.79 1.60 0.28 0.92 4.71		1.90	*0.70	1.27
1 2 3 4 5 6	Oneida County Line	COUNTY   Amboy Center	5633 5638	4.79 2.67 7.46				3.96 1.54 3.06 2.57 11.07
• Not	included in total.	Total miles in Ro	rute No	. 28				58.3

### STATE ROUTE No. 29

Commencing at Rome, running thence southwesterly to Oneida, being a point on the dividing line between Madison and Oneida counties.

Section number	FROM	то	Highway number	Miles Completed			-000	ate mile- be built
				State	County	Town or corporation	Miles under	Approximate age to be bu
1	Rome: Dominick St	COUNTY Rome: Eric Canal Rome: So. Corp. Line Rome Custodial Asylum West Moreland Town Line Verona. Oneida: E. C. L., Mad. C. L.	City 1111 564 5521 5521 5558	2.22 3.48	0.21 1.70	0.39	4.69	
		Route totals		5.70 5.70		0.39		

Commencing at Rouses Point, in Clinton county, running themes westerly through the northern part of Clinton county, to a point to be determined by the commission, on the dividing line between and Maira, to a point to be determined by the commission, on the dividing line between and Maira, to a point to be determined by the commission, on the dividing line between Saint Lawrence and Franklin counties, running thence westerly and southwesterly by the ways of Potsdam. Canton and Gouverneur, to a point to be determined by the commission, on the dividing line between Jefferson and Saint Lawrence counties, running thence southerly from Watertown, by the way of Potsdam. Canton and Gouverneur, to a point to be determined by the commission on the dividing line between Oswego and Jefferson caunties, running thence southerly and southwesterly by the way of Philadelphia to Watertown, running thence southerly and southwesterly and westerly by the way of Pulaski and Union Square to Oswego, running thence southerly from Oswego by way of Hannibal to a point to be determined by the commission on the dividing line between Cayuga and Oswego counties, running thence southwesterly through the northern part of Cayuga county to a point to be determined by the commission on the dividing line between Cayuga and Oswego counties, running thence southwesterly by the way of Red Creek, Wolcott, Alton, Sodus Williamson and Control to a point to be determined by the sommission on the dividing line between Monroe and Wayne counties, running thence southwesterly to the city of Reckester, running thence southwesterly to the city of Reckester, running thence westerly from the city of Rockester by way of Spencerport, to a point to be determined by the commission, on the dividing line between Orleans and Monroe counties, running thence westerly to points at Albion and Medina, running thence northwesterly and northerly to Ridgway on the Ridge road; thence westerly along the Ridge road; thence westerly to wright's Cornaers; thence westerly through Wa

<u> </u>			1 2	C	Mruss	<b>ID</b>	98	1
Section number	FROM	то	Highway number	State	County	Town or cor- poration	Miles under tract	Approximate age to be bu
1 2 { 3-4 5 6-7 8-9 10-12	CLINTON Rouses Pt.: Main St. (Rt. 22) Rouses Point: W. Corp. L. Champlain: E. Corp. Line. Champlain: W. Corp. Line. Champlain Town Line. Mooers Forks. Ellenburg Depot.	Rouses Point: W. Corp. L Champlain: E. Corp. L Champlain: W. Corp. Line Mooers Town Line Mooers Forks Elleaburg Denot.	5928	6.52 9.63	1.00		11.83	1.80
1, 2 3 4 5, 6 7 8 9 19, 11	FRANKLIN Clinton County Line Goodspeeds Farm Burke Center Constable Town Line Malone: N. Y. C. R. R. Malone: W. Corp. Line North Bangor French Farm Morra: Railroad Crossing	Goodspeeds Farms Burke Center Malone Town Line Malone: N. Y. C. R. R. Malone: W. Corp. Line North Bangor French Farm Moira: Railroad Crossing	5668 5613 5613 5602 701 5031 5076 5284	3.00 5.22	4.51		3 55 3 03 3 73 1 99	
1-3 4-7 8	St. Regis River, Nicholville Potsdam: E. Corp. Line Potsdam: Lawrence Ave Potsdam: Park St Potsdam: Flm St Potsdam: Rac quetto River Crowley Farm.	St. Rezis River, Nicholville Potsdam: E. Corp. Line Potsdam: Lawrence Ave Potsdam: Park St. Potsdam: Market St. Potsdam: Racquette River Crowley Farm.	5284 5285 5398 Village 5398 Village 5303 5032 5115	0.20 1.16 5.00		9.96 0.14		

# STATE ROUTE No. 30 - Continued

			¥	c	Miles Omplet	ED	ģ	Palit
Section number	FROM	то	Highway number	State	County	Town or cor-	Miles under tract	Approximate age to be bu
12 13 14	ST. LAWRENCE C Gouverneur: No. Corp. L Gouverneur: So. Corp. L	OUNTY — Concluded Goaverneur: No. Corp. L Goaverneur: So. Corp. L Jefferson County Line	5283 5331 5287	18.91 1.78 5.99 67.56		0.20		
	St. Lawrence County Line. Antwerp: Turnpike. Philadelphia: No. Corp. L. Philadelphia: No. Corp. L. Bacon Corner. Evans Mills: Noble St. Wood Corners. Sanford Corners. Leroy St. Extension. Watertown: N. Corp. Line. Watertown: Public Square. Watertown: So. Corp. Line. Rice's Road. Watertown Town Line. Adams: Corp. Line. Adams: Corp. Line. Adams: Corp. Line. Adams: Liberty St. Pierreport Manor James Corner.	N COUNTY  Antwerp: Willow St. Philadelphia: No. Corp. L. Philadelphia: So. Corp. L. Bacom Corner Evans Mills: Noble St. Wood Corners Banford Corners. Parker Corners. Mill St. Extension Watertown: N. Corp. Line. Watertown: Washington St. Watertown: Chestmat St. Watertown: So. Corp. Line. Rice's Road. Adams Center Adams Conter Adams: Prospect St. Adams: Prospect St. Adams: Liberty St. Pierrepont Manor James Corner Mellen Farm. Oswege County Line.	565 City City City 5428 5119	1.81 3.24 3.53 5.70 3.26 0.51 0.89	1.40 0.65	1.41	5 03	2.08 3.10 3.00 0.15
1, 2 8 4 5 6 7 8 9 10 11 12 13 14 15 16 17	Jefferson County Line. Pulsaki: No. Corp. Line. Pulsaki: Raifroad Crossing. Fernwood Crossead. Union Square.  Mexice Town Line. New Haven Town Line. Oswego: E Corp. Line. Oswego: East 9th St. Oswego: West 6th St.	COUNTY Pulsaki: No. Covp. Line. Pulsaki: Raifroad Crossing. Fernwood Crossroad. Union Square.  New Haven Town Line. Scriba Town Line. Oswego: E. Corp. Line. Oswego: Bridge St. Oswego: West 6th St. Oswego: We Corp. L. Fruit Valley Southwest Oswego. Kinney Corners. Hannibal: No. Corp. Line. Hanuibal: So. Corp. Line. Cayuga County Line.	5275 5275 5275 5283 5082 5084 559 5487 City 5436 280 5171	1 39 4 69 2 61 2 92 3 50 1 47	5.35 5.40	0 93		
1, 2 3, 4 3, 4 5, 6	CAYUGA Oswego County Line Martville Furnaceville	COUNTY Martville. Purnaceville Wayne County Line.  COUNTY Haron Town Line. Resert: E. End of Bridge. Altan: Town Line. Wallington: N. Y. C. & H.	5290	7 01	12 41	0 93	2 61	8 69 1 66 3 00 8 30 7 93 5 18 1 89
7 8, 9	Walfington: N. Y. C. & H. R. R. R. Sodus: Newark St.	R. R. R	90.32	5.91		:	3 2	::::::

# STATE ROUTE No. 39 - Continued

				C	Miles Mpleti	:D	8	讀
Section number	FROM	то	Highway number	State	County	Town or cor-	Miles under tract	Approximate m
10 11 12	Williamson Teats Farm	TY — Concluded Tests Farm	5449 5378 5127	2.28 4.50 3.48 23.21			5.85	7.0
1 2 3 4 5 6 7 8 9 A 10 10A 10B 10C 10D	Wayne County Line. Webster: North St. Webster: North St. West Webster Irondequoit Creek Rochester: Old E. Corp. Line Rochester: Wain St. Rochester: Wain St. Rochester: W. Corp. Line Barhite's Corner Gates Town Line. Spencerport: Union St. Ogden Town Line Fourth Section Road. Brockport: So. Corp. Line. Brockport: Erie St. Brockport: Barge Canal Brockport: Main St.	COUNTY Webster: North St. West Webster: North St. West Webster. Irondequoit Creek. Rochester: Old E. Corp. Line Rochester: Main St. Rochester: W. Corp. Line Barhite's Corner Ogden Town Line Spencesport: Union St. Spencesport: Union St. Spencesport: Niehols St Sweden Town Line Lake Road Brockport: So. Corp. Line Brockport: State St. Brockport: State St. Brockport: Barge Canal Brockport: Main St. Orleans County Line.	101 100 99 98  253 5529 5529 5539 495 5539 5539 171 Village 5425	3.35 2.71 0.14	2.12 0.29	0.65	3.83	
1 2 3 4 5 6-8 9, 10 11	Monroe County Line. Holley: W. Corp. Line. Carpenters Corner. Howard Corners. Albion: E. Corp. Line. Albion: M. Corp. Line. Albion Town Line. Medina: E. Corp. Line. Medina: Commercial St. Medina: Ryan St. Medina: Cemetery Ridgeway.	COUNTY Holley: W. Corp. Line. Carpenters Cornet. Howard Corners. Albion: E. Corp. Line. Albion: W. Corp. Line. Medina: Town Line. Medina: E. Corp. Line. Medina: Commercial St. Medina: Ryan St. Medina: Commercial St. Ridgeway Niagara County Line.	5421 5025 5118 5422 5448 5469 5315 5315A 5315A 5423	2.40 2.46 2.24 3.43 1.84  1.73			5.21 3.70	
1, 2 8, 4 6 7 8 9 10 11 12 13		COUNTY Hartland Wright's Corners Warren's Corners Cambris Pekin Sanborn Niagara Falls: E. Corp. Line. Niagara Falls: Highland Ave. Niagara Falls: Portage St. Niagara Falls: Pine St., Rt. 18		6.64 3.97 3.83 5.40 7.95	1.98	0.43	8.91	
14 15 16 17 18 19 20	1	IaSalle: St		33.71		} 2.74		3. 2.
		Route totals	I	246.06	40.59	16.08	51.28	42

#### STATE ROUTE No. 30 - Concluded

#### Spur Number One

Also continuing a spur from the point in Center street in the village of Medina where said route thirty as above described turns toward the north, and from said point in said village of Medina continuing said spur westerly along Center street and the country highway to and through the village of Middleport and thence westerly along the settlement and canal roads to and through Clasport and thence continuing southerly to McNalls Corners and thence continuing westerly along the Lewiston road to the city of Lockport, in Niagara county.

	<u> </u>		1	С	Miles Omplet	RD.	- <b>G</b> 00	
Section number	FROM	то	Highway aumber	State	County	Town or corporation	Miles under tract	Approximate mile
1-01 1-02	ORLEANS Medina: Prospect St Medina: W. Corp. Line	COUNTY   Medina: W. Corp. Line   Niagara County Line	:::::					0.70 3.00 3.70
1-01 1-02 1-03 1-04 1-06 1-06	Orleans County Line	Griswold St	5560 1135 5561 5562 5563	4.42	0.70	0.34	5.07	
	!	Spur totals	 ar No. 1	8.07 8.07	0.70	0.34	5.07	3.70 17.88

#### Spur Number Two

Also continuing a spur from the point in the Ridge road in the town of Ridgeway where said route thirty as above described turns toward the west, and from said point at said Ridgeway continuing said spur easterly along said Ridge road to the dividing line between Orleans and Monroe counties.

Amended by L. 1914, ch. 276,

<u> </u>			1 2	c	Miles OMPLET	400	Puilt Puilt	
Section number	FROM	то	Highway number	State	County	Town or corporation	Miles under tract	Approximate age to be b
2-01 2-02 2-03 2-04 3-05 2-06	Ridgeway: Medina Road Ridgeway: Lake Road West Gaines Casines East Gaines	COUNTY Ridgaway: Lake Road West Gaines Gaines Gaines Murray Monroa County Line						4.90 4.30 4.20 4.80 2.90
		Sau 4-4-1-		0.17				21.10
		Spur totals	No. 2, e No. 3	0.17 Route N	o. 30	<u></u>	 	21.10 21.27 435.82

#### STATE ROUTE No. 30A

Commencing at the point mentioned in the description of route twenty-seven at or near Carthage, on the dividing line between Jefferson and Lewis counties, running thence northerly and merthwesterly to Antwerp in Jefferson county, terminating at and intersecting route thirty at or near Asstwerp aforecaid.

Added by L. 1910, ch. 669.

	FROM	то	1	C	Miles OMPLET	ģ		
Section number			Highway number	State	County	Town or corporation	Miles under tract	Approximate mil
1 2	Carthage: School St. (Rt. 2.) Carthage: No. Wash, St Carthage: No. Corp. Line	Carthage: No. Corp. Line	5402 5344 624		3.08			0.2
6	North Wilns	Antwerp: So. Corp. Line Antwerp: Indian River	5618 5618 5548	0 06	2.00			3.6
		Route totals		0.79	3.08		4.65	8.6

#### STATE ROUTE No. 31

Commencing at Malone, Franklin county, running thence southerly by the way of a point at or near Duane and Meacham Lake to Saranao Junction.

3 Lake	FROM FRANKLIN Titus	Lake Titus	Highway number	8,81	County	Town of ear-	Miles under tract	Approximate mile
3 Lake	me: West Main St	Lake Titus	5552	8 81		<u> </u>		
6 Long 7 Clear 8 Duan 9 Form 10 Moun 11 Paul	one Tewn Line ne Conter Pond Inlet Pond Inlet r Pensi ne Town Line stance Lake natain Pond Smith's er St. Regis	Duane Town Line.  Duane Center.  Leng Pond Inlet.  Clear Pond.  Brighton Town Line.  Porestmire Lake.  Mountain Pond  Paul Smith's.  Upper St. Rexis.  Saranac Junction.  Route totals.	9007 9007 9007 9007 9007	8.81		2.60 3.91 3.38 3.38 2.62		3.00 2.60 4.10

#### STATE BOUTS No. 22

Communing at Lawrenceville in Saint Lawrence county, running themse northerly to North Lawrence, running themse westerly to Brasher Falls, running themse southwesterly to Winthrop, running theses northerly to Missans, running theses northerly on the Town Line read between the towns of Mussens and Louisville to the Saint Lawrence river rose running thence westerly and southwesterly on the Saint Lawrence river read to the village of Waddington, running theses westerly and southwesterly on the roais known as the Sucker Brook and Van Rensselaer roads to the end of the beulevard at the corporation line of the city of Ogdensburg.

Amended by L. 1911, ch. 179.

ST. LAWRENCE COUNTY   1   Lawrence ville   North Lawrence   Solar   3.63				<b>1</b>	C	Miles Completed			elist.
Lawrenceville	Section number	FROM	то	Highway number	State	County	Town or corporation	1	Approximate mile
Route totals	2 3 4 5 6 7 8 9 10 11 12 13 14 15 16 17	Laurenceville. North Lawrence. Winthrop. Munson Creek. Stockholm Town Line. Kinier Corners. Massena: Massena: Massena: Massena: Massena: Massena: Louisville Road Line: Louisville Landing. Louisville Town Line. Waddington: E. Corp. Line. Waddington: D-Gross Ava. Waddington: W. Corp. Line. Red Mills Road Tibbitts Cseek.	Morth Lawrence. Winthrop. Manson Creek. Norfolk Town Line. Kinier Corners. Massena: Massena: Massena: Louisville Town Line. Louisville Landing. Louisville Landing. Widdington Town Line. Waddington Town Line. Waddington: E. Cosp. Line. Waddington: DeGross Ave. Waddington: W. Corp. Lise. Lisbon Town Line. Lisbon Town Line. Lisbon Town Line. Lisbon Town Line. Lisbon Town Line. Waddington: W. Corp. Lise. Lisbon Town Line. Lisbon Town Line. Lisbon Town Line. Waddington: W. Corp. Lise. Lisbon Town Line. Lisbon Town Line. Lisbon Town Line. Waddington: W. Corp. Lise. Lisbon Town Line. Lisbon Town Line. Waddington: W. Corp. Lise. Lisbon Town Line. Lisbon Town Line. Waddington: W. Corp. Lise. Lisbon Town Line. Waddington: W. Corp. Lise. Lisbon Town Line. Waddington: W. Corp. Lise. Lisbon Town Line. Waddington: W. Corp. Lise. Lisbon Town Line. Waddington: W. Corp. Lise. Lisbon Town Line. Waddington: W. Corp. Lise. Lisbon Town Line. Waddington: W. Corp. Line. Lisbon Town Line. Waddington: W. Corp. Line. Lisbon Town Line. Waddington: W. Corp. Line. Lisbon Town Line. Waddington: W. Corp. Line. Lisbon Town Line. Line Waddington: W. Corp. Line. Lisbon Town Line. Waddington: W. Corp. Line. Lisbon Town Line. Waddington: W. Corp. Line. Lisbon Town Line. Waddington: W. Corp. Line. Lisbon Town Line. Waddington: W. Corp. Line. Lisbon Town Line.	5467 531 5536 5536 5536 5536 5536 5535 5612 5612 5613 5535 5497 5497 5288	1.84 2.76 2.56 3.03 1.00 5.66 6.33 8.46 4.57	0.60		4.63 3.40 1.09	1.81 2.66 2.40 3.05
			Route totals		40.65	0.60		9.12	9.92

\_\_\_\_\_

#### STATE BOUTE No. 38

Commencing at Syracuse, running thence northerly to a point to be determined by the commission, on the dividing line between Oswego and Onondaga counties, running thence northerly by the way of Central Square to a point at or near Colosse on route number twenty-eight.

_			ğ	C	Muas		-000	mile life
Section sumpe	FROM	то	Highway number	State	County	Town or ent- poration	Miles under tract	Approximate mile age to be built
1 2 8	Syracuse: No Corp. Line North Syracuse	A COUNTY   North Syracuse	5470 5470 5249	2 58				
1 2 3	OSWEGO Onondaga County Line Central Sq.: So. Corp. Line Hastings	COUNTY  Central Sq.: So. Corp. Line  Hastings	278 5250 5415	7.00	2.41			
		Route totals		10.14 21.63	2.41			04.00

Commencing at the city of Oswego on the east side of the river, running thence by the way of Fulton through Phoenix to a point to be determined by the commission on the dividing line between Onondagn and Oswego counties, running thence by the way of Liverpool to Syracuse.

			5	MILES COMPLETED			-uoo	100
Section number	FROM	то	Highway number	State	County	Town or cor- poration	Miles under	Approximate mile
2	Oswego: Bridge St. Oswego: So. Corp. Line Bundy Crossing. Fulton: No. Corp. Line Fulton: Oneida St. Fulton: Rochester St. Fulton: Broadway. Fulton: First St. R. R. Fulton: So. Corp. Line. Volney Town Line. Phoenix: No. Corp. Line	Fulton: No. Corp. Line Fulton: Oneida St. Fulton: Rochester St. Fulton: Broadway Fulton: First St. R. R. Fulton: So. Corp. Line Schroeppel Town Line.	5382 5382 5382 5382 City 5408 City 5251 5251 5276 5276				0.36	
1 2 3	Oswego County Line	A COUNTY Liverpool: No. Corp. Line Syracuse: No. Corp. Line Syracuse: Free St	5274 5274 5477	7.48 3.01 0.70				
		Route totals	3.5	-		0.86	0.36	

### STATE ROUTE No. 35

Commencing at a point to be determined by the commission on the dividing line between Nassau and Queens counties, running thence easterly through the northern portion of Nassau county to a point to be determined by the commission on the dividing line between Suffolk and Nassau county to a point to be determined by the commission on the dividing line between Suffolk and Nassau counties, running thence easterly by the way of Jericho turnpike to Smithtown branch, Saint James, Port Jefferson and Wading River to Riverhead, running thence southerly to West Hampton, running thence westerly by the way of south country road to Patchogue, Sayville, Islip, Bay Shore and Babylon to Amityville, running thence westerly to a point to be determined by the commission on the dividing line between Nassau country to a point to be determined by the commission on the dividing line between Queens and Nassau counties.

			支	C	Miles OMPLET	BD	-i100	ili e
Section number	FROM	то	Highway number	State	County	Town or corporation	Miles under tract	Approximate age to be b
1 A 2 2 A	N. Y. City: E. Corp. Line. Lakeville.  District Road. Hyde Park Ave. Manhasset Road. Rodyn Ave. Riley Road. Ellison's Lane.	District Road	5106 Town 5280 Town 5280 5051 5106 5505 547 5505	1.96 1.29 0.52	1.75	0.51	0.07 1.50	

STATE ROUTE No. 35 - Concluded

			ğ	С	MILES	ED	8	情報
Section number	FROM	то	Highway number	State	County	Town or cor- poration	Miles under tract	Approximate mile-
8 8A 9 10 11 12	Jerioho-Greenvale Road Brookville East Norwich No. Hempetead Turnpike Syosestt Woodbury.	NTY—Continued Brookville. East Norwich. Sandhill Road. Syossett. Woodbury Suffolk Cou ty Line sed below) n	Town 898 548		1.17 1.84			
1 2 3 4, 5 6 7 8 9 10 11 11 12 13 14 15 16 17 18 19 20 21 22 23 24	Commack Smithtown Port Jefferson Echo Miller Place Rooky Point Wading River Calverton Road Centerville Riverhead Old Riverhead Road West Hampton Eastport E Moriches: Grade Crossing Forge River Bellport: W. Corp. Line Bellport: W. Corp. Line Patchogue: W. Corp. Line Patchogue: W. Corp. Line Roschbewan Town Line	COUNTY  Commack Smithtown Port Jefferson Echo Miller Piace Rocky Point Wading River Calverton Road Centerville Riverhead Quogue: Depot Road West Hampton Eastport E. Moriches: Grade Crossing. Forge River Bellport: W. Corp. Line. Patchogue: W. Corp. Line. Patchogue: W. Corp. Line. Connetquot River Babylon: E. Corp. Line. Babylon: E. Corp. Line. Babylon: W. Cop. Line. Babylon: W. Cop. Line. Babylon: W. Cop. Line. Babylon: W. Cop. Line. Babylon: W. Cop. Line. Babylon: W. Cop. Line. Babylon: W. Cop. Line. Babylon: W. Cop. Line. Babylon: W. Cop. Line. Babylon: W. Cop. Line. Babylon: W. Cop. Line. Babylon: W. Cop. Line. Nassau County Line.	5112 5232 912	7.02 1.18 3.16 1.53 6.27 1.32	1.40 3.04 4.08 3.82		11.59	3.80 3.40 4.10 5.10 3.30 4.20 4.41 2.33 4.80
13 14 15-17 18 19-21 22 23-25, 26	Suffolk County Line	TY—Continued Seaford Fresport: E. Corp. Line Fresport: W. Corp. Line Rockville Center: E. Corp. L. Lynbrook: E. Corp. Line Lynbrook: W. Corp. Line N. Y. City: E. Corp. Line	Village	7.35		4.80 2.00 1.45 1.40 0.20 1.10 2.80	1.57	
		Route totals		49.03	18.50	20.08	13.16	43.02

Commencing at Owego in Tiogs county, running thence northerly to a point to be determined by the commission on the divi ing line between Tompkins and Tiogs counties, running thence northwesterly to the city of Ithaca, running thence northwesterly from the city of Ithaca to Tru mansburg, at or near the divi ling line between Seneca and Tompkins counties, running thence anothwesterly and northerly by the way of Ovid to a point to be determined by the commission on route number six.

			<b>b</b>	С	MILES		ġ	1
Section number	FROM	то	Highway number	State	County	Town or cor-	Miles under	Approximate mile
1 2 8 4 5 6 7 8	Owego: Park and Main Sts Owego: Temple St	OUUNTY Owege: Temple St Owege: No. Corp. Line. Owege Creek Castatonk Can for: So, Corp. Line. Dy Brook Willseyville Tompkins County Line.	City 5420 5420 5471 5471 5471	2 83 4.82 1.43		0.16		4.70 2 90 7.63
1, 2 3 4 5 6 7 8	Tioza County Line	Ithaca Town Line Ithaca: So. Corp. Lina Ithaca: Stats St. Ithaca: Humbel is St. Ithaca: No. Corp. Line Trumansburg: E. Corp. L.	5213 5122 5043 City 5190 616 \$206		8.65	0.69 1.93		
4 5 6 7 8, 9 10 10 \	Tompkins Cuarty Line. Interlaken: So. Curp. Line. Interlaken: No. Corp. Line. Scott Curars. Oril: Su. Corp. Line. Ovil: No. Curp. Lina. Ovil: No. Curp. Lina.	Soot Cyrners.  Ori I: Main St. Ori I: No. Corp. Line. Ryn alss. Favette. Soneoa Falls: So. Cyrp. L. Soneoa Falls: Senera Canal. Soneoa Falls: Fall St.	5446 5446 5282 5292 321 320 5100 Villags 5100	0.80 6.03 0.84	4.31 5.72	0 03		
		Route totals		14 23 37.74	18.63	1.79		14 6)

#### STATE BOUYE No. 87

Communiting at a point on route twenty-six at Dolgoville, running thence easterly along the old state road by way of Oppenhaim, Laselville, "Garoga and Rockwood to the city of Johnstown, in Fulton country, running thence easterly by way of West Perth to Perth Center, thence in a northerly direction to Broadalbin by way of Vail Mills, thence casterly through Mills Corners to a point to be determined by the commission on the dividing line between Saratoga and Fulton counties, thence easterly through Whiteside Corners, Greens Corners, Mosherville, East Calway, Rock City Falls, and North Milton to Saratoga Springs, connecting there with route number twenty-five.

Amended by L. 1912, ch. 475.

-								
			製	C	MILES	D	9	
Section number	FROM	то	Highway number	State	County	Town or cor-	Miles under tract	Approximate age to be b
4, 5 6 7 8 9 10 11 12 13	Dolgeville (Rt. 28). Oppenheima. Lassellville. Ckristmane. Warren Greek. Johnstown: W. Corp. Line. Johnstown: William St. Johnstown: Fon Clair St. Johnstown: E. Gerp. Line. West Perth. Perth. Perth. Perth. Perth.	Lassellville. Christmans. Red Sohool House. Warren Creek. Johnstown: W. Corp. L. Johnstown: Main St. Johnstown: Fon Clair St. Johnstown: E. Corp. Line. West Porth.	City City City	4.53	3.18 2.30 0.75 3.07	0 87 0 44 0 52		4.90 5.18 2.78  4.50 4.90 26.46
1 2 3 4 5 6 7	Fulton County Line Carpentier Corness East Galway Rosk City Falls North Milton Saratoga Spgs.: W. Corp. L.	A COUNTY   Carpentier Corners   East Galway   Rock City Falls   Nerth Milton   Saratoga Spgs.: W. Corp. L.   Saratoga Spgs.: Bt.   Saratoga Spgs.: Route No. 25.   Route totals	City			0 77 0 30 1 00		3.30 3.80 3.80 2.70 4.20  17.80
		Total miles in Ro	ute No.	<b>3</b> 7		•••••	• • • • • • •	<b>60 97</b>

<sup>\*</sup>So in original.

#### STATE ROUTE No. 37A

Beginning at the village of Ballston Sos, on route twenty-five, running thence westerly along the town line road between the towns of Ballston and Milton, through Tibbetts Corners, Harmony Corners and Pettits Corners to Scotch church, and thence northerly through Galway village, connecting with route thirty-seven at General Carpentier mansion.

			¥	c	MILES OMPLET		90	11
Section number	FROM	то	Highway number	State	County	Town or corporation	Miles under	Approximate mi
	Scotch Church	Ballston Spa: Ballston Ave Tibbetts Corners Sootch Church		4.93 4.56				0.24 3.20 3.45
		Route totals		9.54				6.89
		Total miles in Rou	te No. 3	7A				16.43

#### STATE ROUTE No. 37B

Beginning at the hamlet of Malta, in the town of Malta, Saratoga county, and running thence westerly to East Line; thence northwesterly to Corps Corners; thence northerly through V Corners to the village of Ballston Spa.

Amended by L. 1912, ch. 542.

			*	c	Milms Omplet	<b>B</b> D	ġ	
Soction number	FROM	то	Highway mund	State	County	Town or cor- poration	Miles under tract	Approximate age to be bu
1, 2	SARATOG:	A COUNTY  State Route No. 25	<b>5</b> 519				3.73	

Total miles in Route No. 37B.....

3.73

Commencing at such point in or near the village of Schoharie, in the county of Schoharie, in the line of route number seven as the commission may determine; running thence southerly through the towns of Schoharie, Middleburg, Fulton, Blenheim, Gilboa and Conesville to, and intersecting route number five, at a point to be determined by the commission.

Added by L. 1909, ch. 504.

			5	С	MILES	ED	-100	
Section number	FROM	то	Highway number	State	County	Town or cor- poration	Miles under tract	Approximate mile
1 2 3 4 5 7 8 9	Vrooman (Rt. 7). Seboharie: Railroad Ave Seboharie: Bridge St Middleburg: Schoharie Creek. Middleburg: Town Line Fultonham. Breakabeen North Blenheim	E COUNTY   Schoharie: Railroad Ave   Schoharie: Bridge St   Middleburg: Schoharie Creek. Fulton Town Line   Fultonham   Breakabeen   Rorth Blenheim   Gilboa Town Line   Gilboa   Greene County Line		0.70 4.59			0.76 4.00 3.20	3.90 4.40 3.50 3.10
1	Schoharie County Line	COUNTY  Delaware County Line ued below)		<u></u>	<u></u>			0.50
•	Greene County Line	E COUNTY  Greene County Line led below)						1.20
2		NTY —Continued  Prattsville (Rt. 5A)  Delaware County Line	R. 5A		*0.80			2.00
1, 2		UNTY — Continued  Grand Gorge (Rt. 5)	5527	3.90				1.20
		Route totals		10.19			7.96	18.10
		Total miles in Ro	ute No	38		•••••	•	36.25

<sup>•</sup> Not included in total.

Commending at the village of Cobleskill, Schoharie county, upon State Route 7, and running thence northwesterly, or westerly and northerly, along a course to be determined by the Commission to Sharon Springs, connecting thereat with an improved stone road leading mertherly from Sharon Springs.

Added by L. 1912, ch. 179.

			<b>1</b> 5	C	MILES	ID .	-000	曹雪
Admin 1	FROM	то	sy number			tion of-	under	Approximate mil
Beetion			Highw	State	County	Town	Miles	Appro
1 2	Cobleskill: Main St. (Rt.7) Cobleskill: No. Corp. Line	E COUNTY Cobleskill: No. Corp. Line Carlide Town Line						1 00 2 20
4	Cobleskill Town Line Sharon.	Sharon Springs.	8560	4.79				3.80
		Route totals		4.79				7.00
		Total miles in Ro	uta Mo.					11.79

#### STATE ROUTE No. 39

Commencing at a point on route twenty-five in the country of Saratoga at or near Ballsten lake; thence southwesterly to a point to be determined by the commission on the dividing line between the counties of Saratoga and Schenectady; thence southwesterly to a point at or near the city of Behenectady connecting with route six.

Added by L. 1910, ch. 649.

			100		Milles		Miles under con-	ii tii
Section number	FROM	то	Highway number	State	County	Town or corporation		Approximate mil
1	SARATOG Ballaten Lake Hamlet (Rt.25)	A COUNTY Schemectady County Line	5281	1.77				
1 2	SCHENECTA Saratoga County Line Scotia: No. Corp. Line	DY COUNTY Scotia: No. Corp. Line Scotia: Mohawk Ave. (Rt. 6).	5314 5496	5.45 0.90			 	
			į	6.35				
		Route totals		8 12				

## STATE ROUTE No. 20A

Commencing at a point to be determined by the commission on route nine, running thance northerly through the hamlet of Sullivanville, running theses through Bacon Hollow to a point to be determined by the commission on the dividing line between Chemung and Schuyler counties, running thence in a general easterly direction to a point to be determined by the commission on the dividing line between Schuyler and Tompkins counties, running thence northeasterly through Pony Hollow and the village of Newfield to connect with route thirty-six.

Amended by L. 1911, ch. 531.

			*	Co	MILES	D	ģ	ig a
Scotton number	FROM	то	Highway number	State	County	Town or corporation	# # # # # # # # # # # # # # # # # # #	Approximate mile
1 2	CHEMUNG Stermer's Cornera, Route 9 Newtown Creek	COUNTY   Newtown Creek	5482 5482				3.52	
, 1 , 2	SCHUYLE Chemung County Line Decker's Corners	R. COUNTY  Decker's Corness  Tompkins County Line	5482 5474	1.31			1.12	
1, 2	TOMPKIN Schuyler County Line Newfield: W. Corp. Line Newfield Road	W. Danby Road, Rt. 9	5474 5214 Rt. 9	6.29 4.52 *0.57	I	*0.63		
		Route totals	<b></b>				8.98	

"Not included in total.

#### STATE ROUTE No. 39B

Commencing at a point on route number three at or near the village of Nyack, in Rockland county; running thence westerly and northerly through Rockland county, by way of Suffern, to a point to be determined by the commission on the dividing line between Rockland and Orange counties; thence through Orange county to a point to be determined by the commission on route number four.

Amended by L. 1911, ch. 662.

			8	C	MILES	<b>R</b> D	É	ligi.
Section number	FROM	то	Highway number	State	County	Town or corporation	Miles under tract	Approximate mile
2 2A 3 3A 4 4A 4B 5	Nyack: Midland Ave. (Rt. 3) Nyack: W. Corp. Line Knapps Corners Nanuet Road	Knappe Corners. Nanuet Road. Dyke's Crossing. Spring Valley: E. Corp. Line. Spring Valley: W. Corp. L. Tallman. Suffern: E. Corp. Line. Suffern: Orange Ave. Suffern: No. Corp. Line.	Village 5178 689 5504 689 9000 Village  5388 5388	2.20 0.39 0.99  0.36 1.14	2.27 1.24  3.90 7.41	0.23 2.30 1.80 0.50		0.9
6	All Suffern: Spring Valley Rd	so:  New Jersey State Line	5388	0.66 5.74	7.41	4.83		0.5
1 2 3 4 5	Rockland County Line	COUNTY Indian Kill BrookArden Arden Newburg Junction	416 115		0.63			3.3 3.3 1.7 0.5
		Route totals		5.74	8.74	4.83		9.3

Beginning on the dividing line between the city and county of New York and the town of Pelham in the county of Westchester, running thence northeasterly along the Shore road in the town of Pelham to the city of New Rochelle, and from the city of New Rochelle along the Boston post road through the towns of Mamaroneck and Rye to the Connecticut boundary line; and also beginning on the said dividing line between the city of New York and the town of Pelham and running theace northerly along the Boston post road through the town of Pelham to the city of New Rochelle.

Amended by L. 1911, ch. 395.

		ppe	C	MILES	LD.	-doo	
FROM	то	Highway nun	State	County	Town or corporation	Miles under tract	Approximate mile age to be built
N. Y. City Line. Pelham Manor: W. Corp. L. Pelham Manor: E. Corp. L. New Rochelle: W. Corp. L. New Rochelle: Franklin Ave. New Rochelle: Franklin Ave. New Rochelle: B. Corp. Line. Larchmont: W. Corp. Line. Larchmont: E. Corp. Line. Mamaroneck: W. Corp. Line. Mamaroneck: Fennimore Rd. Mamaroneck: Barry Ave. Rye: So. Corp. Line. Rye: Blind Creek Bridge. Rye: Mictor Plains Road.	Pelham Manor: W. Corp. L. Pelham Manor: E. Corp. L. New Rochelle: W. Corp. L. New Rochelle: Franklin Ave. New Rochelle: E. Corp. Line. Larchmont: W. Corp. Line. Larchmont: E. Corp. Line. Mamaroneck: W. Corp. Line. Mamaroneck: Fennimore Rd. Mamaroneck: No. Corp. L. Rye: Blind Creek Bridge. Rye: Mitton Plaine Road. Rye: Mo. Corp. Line.	5374 5375 5374 City 5372 5371 5376 Village 5376 Village	0.18 1.02 0.02  0.22 0.95 0.51 0.65  7.04		1.50 0.90 0.73 0.73		0.51
N. Y. City Line	New Rochelle: W. Corp. L	5375 City	0.32		2.10		
	Route totals		7.36		2.10 7.23		0.51
	WESTCHEST N. Y. City Line Pelham Manor: W. Corp. L. Pelham Manor: E. Corp. L. New Rochelle: W. Corp. L. New Rochelle: Franklin Ave. New Rochelle: E. Corp. Line. Larchmont: W. Corp. Line. Larchmont: E. Corp. Line. Mamaroneck: W. Corp. Line. Mamaroneck: Barry Ave. Mamaroneck: Barry Ave. Rye: So. Corp. Line. Rye: Bind Creek Bridge. Rye: Milton Plains Road Rye: No. Corp. Line.  Al N. Y. City Line. New Rochelle: W. Corp. L.	WESTCHESTER COUNTY  N. Y. City Line	WESTCHESTER COUNTY  N. Y. City Line	WESTCHESTER COUNTY   N. Y. City Line   Pelham Manor: W. Corp. L.   5374   0.18   Pelham Manor: W. Corp. L.   Pelham Manor: E. Corp. L.   Pelham Manor: E. Corp. L.   Pelham Manor: E. Corp. L.   Pelham Manor: E. Corp. L.   Say   1.02   New Rochelle: W. Corp. Line   New Rochelle: W. Corp. Line   New Rochelle: Franklin Ave.   City   New Rochelle: Franklin Ave.   City   New Rochelle: E. Corp. Line   Say   City   Ci	WESTCHESTER COUNTY   N. Y. City Line   Pelham Manor: W. Corp. L.   5374   0.18	WESTCHESTER COUNTY   N. Y. City Line.   Pelham Manor: W. Corp. L.   5374   0.18	N. Y. City Line.   Pelham Manor: W. Corp. L.   5374   0.18   0.02   0.00   0.

#### STATE ROUTE No. 42 Division No. 2

Beginning at the city of Schenectady at trunk line six and extending themes southeasterly along the following highways: Troy-Schenectady, section number one; Troy-Schenectady, section number two: Troy-Schenectady, section number three; Troy-Schenectady, section number four; Watervliet-Nineteenth street; thence along Nineteenth street to and across the bridge at the Troy and West Troy Bridge Company to Congress street in the city of Troy; thence easterly along Congress street to Pawling avenue; thence along Pawling avenue to Pinewoods avenue; thence along Pinewoods avenue to Eagle Mills connecting with Brunswick-Tumpike number two hundred and twenty-seven; thence to Quackenkill, Grafton and Petersburg, to a point on the state line of Massachusetts, to be determined by the commission.

Amended by L. 1914, ch. 376.

_			<b>15</b>	C	MILES	<b>30</b>	900	- mile built
Section number	FROM	то	Highway number	State	Oounty	Town or corporation	Miles under tract	Approximate age to be by
1 2 3		DY COUNTY Schenestady: E. Corp. Line Albany County Line	City 1 407		2.09 8.03 5.03	2.30		
1 2 8 4	Schensotady County Line Latham's Corners Watervist: W. City Line	COUNTY Latham's Corners. Watervijet: W. Othy Lime. D. & H. R. R. Crossing. Congress St. Bridge.	604 630 956 City		8.88 2.24 0.46	9. <b>60</b>		
1 2 3 4 5 6 7	Congress St. Bridge Troy: Congress St. Troy: Pawling Ave. Troy: Old E. City Line. Troy: New E. City Line. Eagle Mills: Poessenkill Cr. Eagle Mills Road. Clums Corners. Ouackenkill Bridge.	Proy: Pinewoods Ave. Troy: Old E. City Line. Troy: New E. City Line. Eagle Mills: Poestenkill Cr. Eagle Mills Road. Clums Corners. Quaolseskill Bridgs. Grafton. Petersburg.	City City City City 197 631 197 5222 5478	5.93 6.24	0 19 2 25 1 73			3.00 5.01 8.01
1	Troy: Old City Lig	iso:  Troy: New City Line	5310	13.22	4.17			-

Beginning at Main street in the village of Mount Morris, running thence southwesterly along what is known as the state road to the village of Nunda, in Livingston county, thence along what is known as the Oakland-Portage road to Portage bridge and Letchworth park.

Amended by L. 1911, ch. 166.

			ag .	c	Miles Omplet		408	il il
Section number	FROM	то	Highway number	State	County	Town or oor- poration	Miles under on	Approximate mil
2	Mt. Morris: Main St	Ridge	5270 5270 5270 5271 5271 5271 5272	3.39		¦		
		Route totals		16.63				16.63

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#### STATE ROUTE No. 48\*

Commencing at a point at or near the village of Stillwater in Saratoga county, running thence northerly and northwesterly through Bemis Heights and the Saratoga battlefield to Quaker Springs, running thence northerly and northeasterly through Victory Mills, thence to Schuylerville by way of Creamery Hill to Broad street; thence northerly to Spring street; and thence westerly until it connects with county highway number two hundred and forty-four.

Amended by L. 1911, ch. 259.

			<b>b</b>	C	Миль	<b>I</b> D	-ii 00	Pullt Pullt
Section number	FROM	то	Highway number	State	County	Town or cor- poration	Miles under tract	Approximate age to be bu
3	Stillwater: So. Corp. Line Stillwater: No. Corp. Line Stillwater Town Line Onaker Springs	Saratoga Town Line	5313 5205 5230 5230 5230 5237	1.30 5.38 1.90 4.51 1.11 1.03				
		Route totals		15.23				

So in original.

Commencing at a point on route twelve in the village of Watkins and running thence easts y and thence northerly on the east shore of Seneca lake through the hamlets of Hector and North Hector to a point on the dividing line of Schuyler and Seneca counties, thence northeasterly through the hamlet of Caywood to the village of Lodi and thence easterly to the village of Interlaken connecting with route thirty-six.

Amended by L. 1912, ch. 57.

			*	C	Mules Omplet	-EI 00	11	
Section number	PROM	то	Highway number	State	Oounty	Town or our poration	Miles under tract	Approximate and
1 2 3 4	Watkins: Franklin St. (Rt.12) Cliff Corners Howell's Corners	R. COUNTY (Cliff Corners Howell's Corners Hector Seneca County Line	5295	1.60				4.00 3.60 3.90 10.60
1 2 3 4	Schuyler County Line Caywood Lodi	COUNTY (Caywood. Lodi Interlaken: W. Corp. Line. Interlaken: Main St. (Rt. 36)	5589 5589	1.60		••••	4.61 0.40 5.01	1.80 4.20 6.00
		Route totals	ute No.	1.60 45	l	<u></u>	5.01	16.60 23.21

Commencing at a point on route number fourteen at or near Coopers Plaint Steuben of and running these northerty to a point on the dividing line of Steuben and Echayler on theme northeasterly through the village of Monterey and easterly by the valley read throu hamlet of Townsend; thence northeasterly following Old Forks picase ground read to the of Watkins, connecting with route number twelve; thence southerly on route twelve to its section with route number forty-five; thence along said route forty-five to a point about or one-half miles from the village of Burdett; thence northeasterly to the village of Burdett; easterly and northeasterly through Bennettsburg to Reynoldsville; thence southeasterly to Moburg; thence northeasterly to Perry City; thence to a point on the dividing lines between Sc and Tompkins counties; thence northeasterly to the village of Trumansburg, connecting route number thirty-six.

Amended by I. 1011 december 1011 and 1012 december 1012 decembe

Amended by L. 1911, ch. 230.

						-	ġ	書
Section number	PROM	то	Highway number	State	County	Town or ear- peration	Miles under tract	Approximate mil
1 2	Cooper's Plains (Rt. 14)	COUNTY   East Campbell	i '					3.13 3.89
					<u> </u>			6.90
2	Steuben County Line Monterey	R. COUNTY   Monterey. Townsend: Dix Town Line Watkins: So. Corp. Line Watkins: Franklin St. (Rt.12)	5557 5557		ļ 	! '	5.61 0.42	8.70
5 5A	Watkins: Corning St	Ciff Corners { Bennettsburg Revnoldeville	Rt. 12 Rt. 45 5295	2.78			0.77	4.4
6 7 8	Mecklenburg	Mecklenburg	1 '	'	:	 I	0.80	4.34 8.34
				2.78			7.60	22.00
1		S COUNTY  Trumand'g: Main St.(Rt.36)	5575			ļ	3.33	
							3.32	
		Route totals		2.78		,	10.92	28.90

<sup>\*</sup> Not included in total.

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# APPENDIX D

# **TABLE**

# ARRANGED BY YEAR OF CONTRACT

SHOWING ALL

# STATE AND COUNTY HIGHWAYS

UNDER CONTRACT

**DURING 1916.** 

[869]

# CONTRACTS ACCEPTED DURING 1916

Type mileages

						Lype m	nose co		
		Total		W. B.	•			Miscellar	10008
Highway ,		mile-		surface	Bit.		F.		
No.	County	age	<b>W</b> . B.	appl.	mac.	Brick	Con.	Туре	Miles
		(	MYTR	ACTS O	F 1911				
5155 A	lbany.	`							
5169 U		3.57			3.57				
		(	ONTR	ACTS O	F 1912				
5242 E		3.22		3.22					
5253-E** S			• • • •		• • • •			,	• • • •
5369-A** C		• • • •	• • • •	• • • •		• • • •			
5365		3.38	• • • •	• • • •	• • • •	0.95	• • • •	S.Con. B.T.	2.43
5301 1 8	uffolk	••••	• • • •	• • • •	••••	• • • •	• • • •	•••••	••••
		6.60	_	3.22	-	0.95	-	•	2.43
		0.00	=	0.22	=	0.00	=		7,70
			ን ስለጥ ው	ACTS C	TP 1014			-	
480 -	Y1-2								
	Ierkimer	6.15	• • • •	• • • •	6.15	0.54		•••••	••••
1035-A I 1037-A I		3.13	• • • • •	• • • •	2.59	0.54	• • • • •	• • • • • • • • • • • • • • • • • • • •	••••
1052 V		0.39 4.69	• • • • •	• • • •	4 80	0.39	• • • • •	• • • • • • • • • • • • • • • • • • • •	• • • •
1064 H		4.03	4.03	• • • •	4.69	••••	• • • •	•••••	••••
1067		4.08	1.00			4.08			
1152		1.18	1.18						
1161 I		0.38				0.38			
1182 J		8.36	7.35			0.37	0.64		
1193 1		9.17			6.59	0.17	2.41		
11983	lbany	1.25	0.15		0.48	0.62			
1202 1	Vaccau	4.41					4.41		
1212 I	Crie	5.40				5.40			
1213 F		6.22					6.22		
1215 8		4.16	4.16		• • • •	• • • •	• • • •	• • • • • • • • •	••••
	Madison	3.19	3.19	• • • •	• • • •	• • • •	• • • • •	• • • • • • • • • • • • • • • • • • • •	• • • •
1218 8		1.27	• • • •	• • • •	• • • •	• • • •	1.27	• • • • • • • • • •	• • • •
1219 8		4.69		• • • •	• • • •	• • • •	4.69	•••••	• • • •
1220		6.70 4.67	6.70	• • • •	4.67	• • • •	• • • • •	••••••	••••
5248-A* I 5245-A (		5.96	• • • • •	• • • •		••••	5.96		••••
5301-A S		12.86			0.56		12.30		
5340*1		6.84			6.84				
5348-A 8		1.22			1.22				
5364-A \		1.68					1.36	Asp. Blk	
5889 I		1.56			1.56				
	Dawego	5.81					5.81		
5417 I		5.40	0.19			0.13	5.08		
54282 1	Rockland								
5434	Chautauqua	4.44				2.02	2.42		••••
	)tsego	7.75					• • • •	S.Con. B.T.	
5457 8		6.48	• • • •	• • • •	6.48	• • • •	• • • •		
5460 1		10.87	• • • •	• • • •	10.87	• • • •	• • • •	•••••	• • • •
5464		4.74	• • • •	• • • •	4.74		0.07	• • • • • • • • •	
5468 I		4.66	• • • • •		3.59	0.80	0.27	• • • • • • • • •	
	Cortland	2.11	• • • •	• • • • •	2.11	• • • • •	• • • •	•••••••	• • • •
	Orange Outchess	1.87 2.09	••••	••••	1.87 2.09	••••	• • • • •	•••••	••••
	reene	5.18	5.18		2.09				
· · · · ·		0.10	0.10	••••	• • • • •	• • • • •	• • • • •		

<sup>\*</sup> Under 20-day notice of acceptance.

<sup>&</sup>lt;sup>1</sup> Original contract for 12.92 miles cancelled; plans changed to 12.86 and relet as 5301-A. See 1914 contracts. <sup>2</sup> See 1915 contracts. <sup>3</sup> Cancelled but completes by contractor and Division Engineer

# CONTRACTS ACCEPTED DURING 1916—Continued

CONTRACTS OF 1914 -- Concluded

Type mileages

		Total		W. B.				Miscellaneous			
Highway		mile-		urface	Bit.		F.				
No.	County	age	W. B.	appl.	mac.	Brick	Con.	Туре	Miles		
5497	St. Lawrence	9.79			9.79						
5500	Essex	7.16	7.16			• • • •					
5503	Wayne	2.90	• • • •	• • • •			2.90				
	Ontario	5.87	5.08			0 61		St. Blk.	0.18		
	Herkimer	5.27	5.27	• • • •		• • • •					
So. Boul'd.	Albany	1.59	1.05		••••			M.M	0.54		
	_	207.62	50.69	••••	76.89	15.51	55.74	_	8.79		
	=	CC	NTRAC	TS OF	1915			•			
471-830	Herkimer	3.60		3.60							
	Montgomery	3.81	3.81								
582		2.46			2.46						
766-767	Monroe	7.12		7.12							
	Saratoga	3.57		3.57							
830	_										
1012-A	Chautauqua	1.51					1.51				
1062	Chautauqua	1.59	• • • •			1.59					
1077	Tioga	4.72	• • • •	4.72							
	Washington	3.34		3.34							
1102	Steuben	9.09	9.09		• • • •			,			
1153	Niagara	1.27	••••		• • • •			St. Blk Asp. Blk.	0.30		
1154	Rensselaer	0.88			0.88			( nap. Dix.			
	Oneida	6.65		6.65	:						
	Onondaga	0.27				0.27					
	Jefferson	2.86		2.86							
	Jefferson	2.40		2.40							
	Schuyler	1.11				1.11					
	Schoharie	4.99	4.99								
	Dutchess	5.44		5.44							
	Broome	2.32	2.32								
1248*	Oswego	5.41	5.41								
	Oswego	5.22	5.22								
1957	Herkimer	1.81	1.32					∫ 8t. Blk	0.17		
					••••	••••		} 8. Con	0.32		
	St. Lawrence	10.85	• • • •	9.47		• • • •	1.38	• • • • • • • •	• • • •		
	St. Lawrence	5.50	• • • •	• • • •	5.50	• • • •		• • • • • • •	• • • •		
	St. Lawrence	3.09			3.09	• • • •	• • • •	• • • • • • •	• • • •		
	Genesee	4.49	4.49	• • • •	• • • •			• • • • • • • •	• • • • •		
	Cattaraugus	5.62	0.26	• • • •	7 60	• • • •	5.36		• • • •		
	Delaware	7.69	• • • • •	• • • • •	7.69	• • • • •	••••	• • • • • • • • •	• • • •		
	Delaware	2.50 1.23	• • • •	• • • • •	2.50 0.97	0.26	• • • • •		• • • •		
	Albany	3.41	2.85	••••	0.56		• • • • •		• • • • •		
	Monroe	8.39	8.39	••••			• • • •	• • • • • • •			
	Monroe	4.54		4.54							
	Monroe	6.05	6.05								
	Essex	3.31			3.31						
	Oswego	7.75			7.75						
	Oswego	5.12			5.12						
	Erie	0.84				0.34					
	Orleans	1.80		1.80							
	Chautauqua	0.77					0.77				

<sup>\*</sup> Under 20-day notice of acceptance.

<sup>1</sup> Contract not relet, finished by Division Engineer.

# CONTRACTS ACCEPTED DURING 1916—Concluded CONTRACTS OF 1915—Concluded

Type mileages

		Total						Miscellaneous			
Highway	G	mile-		surface	Bit.	n-: :	F.				
No.	County	age	W. B.	appl.	mac.	Brick	Con.	Type	Miles		
1318–1319.		1 00						A 2	• •		
200#	Livingston	1.88	• • • • •		• • • •	1.64	• • • •	Amies	0.24		
1320*		2.75	• • • •	2.75	0.10	••••	• • • •	• • • • • • • • • • • • • • • • • • • •	• • • •		
	Madison Monroe	0.18 9.73	• • • •	• • • •	0.18	• • • •	• • • •		0.70		
			• • • •	• • • •	4.07	• • • •	• • • •	M.M2	0.73		
	Columbia Monroe	4.27 2.91	• • • •	2.14	4.27	••••	• • • •	M.M	0.77		
	Schenectady	4.22	4.22		• • • •	• • • •	• • • •				
	Genesee			0.40	• • • •	• • • •	• • • •	• • • • • • • •	• • •		
	Broome	0.40 3.15	3.15	0.40	• • • • •	• • • • •	• • • • •	••••••	• • •		
	Steuben	5.50		5.50	• • • •	• • • • •	• • • •	• • • • • • • • • • • • • • • • • • • •	• • •		
		4.29	• • • •		• • • •	• • • • •	4.29	• • • • • • • •	• • •		
	Cattaraugus		• • • •	• • • •	• • • •			• • • • • • •	• • •		
	Cattaraugus	0.93	• • • •		0.10	0.93	• • • •	• • • • • • •	• • •		
	Onondaga	0.18	• • • •	• • • •	0.18		• • • • •	• • • • • • • • • • • • • • • • • • • •	• • •		
	Rockland	1.00	• • • •	• • • •	0.79	0.21	• • • • •	• • • • • • • •	• • •		
	Sullivan	0.72	• • • •	• • • • •	0.72	• • • • •	• • • •	• • • • • • • • • • • • • • • • • • • •	•••		
	Ulster	6.50	• • • •	• • • •	6.50	• • • •	• • • •	• • • • • • •	• • •		
	Cayuga	4.58	• • • • •	• • • •	4.58		• • • •	• • • • • • • •	• • •		
	Saratoga	4.98	• • • •	• • • •		4.98		• • • • • • • •			
	St. Lawrence	6.66	• • • •	• • • •	6.48	• • • • •	0.18		: : :		
	Steuben	1.72			• • • •	• • • •	0.18	H. Con	1.5		
	Essex	10.16	• • • •	10.16	• • • •	• • • •					
	Saratoga	4.56		4.56				• • • • • • •	• • •		
	Jefferson	7.27				1.36	5.91		• • •		
	Erie	0.59	• • • •		• • • •	0.59					
	Oneida	5.73	5.73	• • • •			• • • •				
554	Fulton	4.58	4.58				• • • •		• • •		
	Albany	4.20			4.20	• • • •	• • • •				
	Niagara	4.42				• • • •	4 42				
	Steuben	7.31	7.31	• • • •			• • • •				
666	Cortland	0.23			0.23						
567	Tompkins	3.04	3.04								
568*	Chenango	4.02					4.02				
	Schoharie	4.79			4.79		• • • •				
574*	Columbia	1.17			1.17						
578	Washington	ր.89		1.89							
581	Monroe	₹0.14				0.14					
591	Orange	0.38		0.38							
	-	285.92	82.23	83.29	73.92	13.42	28.02	-	5.0		
	=		02.20				20.02	=	3.0		
		CO	NTRAC	TS OF	1916						
95-A*	Orange	0.11			0.11			• • • • • • • • •			
25-B	Erie	0.28	0.28								
48-A	Albany	0.17			0.17						
	Monroe	1.72		1.72							
	Seneca	0.24			0.24						
	Albany	5.37			5.37						
	Erie	2.11					2.11				
		0.10			0.10						
500		0.10							• • •		
800 814	Albany						0.82				
600 614		0.82	0.28	1,72	5.99	0.00	2.93	•••••	0.0		

<sup>\*</sup> Under 20-day notice of acceptance.

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CONTRACTS OF 1912

Aikenhead, Bailey & Donaldson.... June 18
McMahon & Fell.............. June 22
Ruddy-Saunders Construction Co.. June 11 Dunkirk Construction Co..... June 14 Suffolk Contracting Co..... Sept. 12

Wyoming.... Niagara.....Sullivan.... Cattaraugus... Orange.....

5234 ° . . . 8 5258 ° . . . C 5328 ° . . . C 1045

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PTED,	Per	plus or minus pleted special Dec. 31,		96	:	:	:				
Accr	itract	r minus ecial		\$117,900 00	:	:	47,989 00				
BEEN	Ö	aplus o		\$117	:	:	47		:		
Vor ]		Miles		:	:	:	:				
HAVE 1		Miscellaneous Type Miles									
існ ]	leages	Con.		:	:	:					
М М	Type mileages	Brick		:	:		:				
3.A CTE		Bit.		10.30	:	:	:		10.30		
CONT. 1916		W. B. surface appl.	1911	:	:	:	:				
0N (	î	à¤i	3 OF	:	:	:	5.40		5.40		
TOCTI		Total mile-	CONTRACTS OF 1911	10.30	:	:	5.40		15.70		
CONSTRUCTION CONT. DECEMBER 31, 1916		Total W. B. Bit. F. contract age B. appl. mac. Brick Con.	CONT	. June 23	. April 4	. June 22	. June 17		:		
STATUS OF ALL HIGHWAY CONSTRUCTION CONTRACTS WHICH HAVE NOT BEEN ACCEPTED, DECEMBER 31, 1916	`	Contractor		Brooks & Julian June 23 10.30 10.30	tion Co	•••••••	925 Erie Busch & Percival June 17 5.40 5.40		1911 totals 15.70		
ALL		Cont		Julian.	onstruc	ercival	ercival		1911		
JS OF				oks &	neral C	sch & I	sch & I				
State				: Br	<b>පී</b> :	Bu	Bu				
		County		. Niagara	. Columbia	Erie	. Erie				
TABLE SHOWING		Highway No.		749 1	763	924 3	925				

	28	<b>3</b>	:	8	4
	\$52,519 00 78			145,039 50	121,161 50
	:	:	:	0.15	:
			:	St. Blk	
	:	:	:	4.96	:
	:	:	:	1.47	:
	:	:	:	:	:
14	:	:	:	:	:
OF 18	5.55	:	:	:	3.73
CONTRACTS OF 1914	5.55	:	:	6.58	18.73
ONTR	¥ 29	F. 0	₹.	٧. 4	t. 16
0	468 Herkimer H. Ward Dickinson July 29 5.55 5.55	731-R. 7 Cattaraugus J. B. Hurley, Inc Ma	986 3 Sullivan Bridgeport Construction Co No	1066 Erie Rich Construction Co., Inc No	1157 Oneida Joseph Walker Construction Co Oct. 16 13.73 121,161 50 97

Contract forfeited and road now being completed by department forces.

Contract forfeited. See 1916 contracts.
See 1916 contracts.
Contract forfeited. See 1916 contracts.
See 1914 contracts.
See 1915 contract forfeited.
See 1915 contract price \$104,663.50. See 1915 contracts.
Torrected.
Soli miles Bit. Mac. Contract price \$104,663.50. See 1915 contracts.

87
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874						Ar	N	Ū.	ΔL	F	₹E:	P(	)R	г	O	F	TH	ΙE			,				
TED,	Per cent	oom- pleted Dec. 31, 1916		48	-	8 8	2	83	\$	23	88		: 8	3 5	Į &	8 8	3	92	:			ğ	<b>4</b>	8 19	
Not Been Accepted,	Contract	price plus or minus p special L agreements		60,941 82		93,660 50 35,315 86		172,657 35	81,866 00		109,317 00		02 710 011	102 754 50	101, 102 50	198 955 74	** 00**	53,539 00				10 000	28,868 00	20,542 50 20,528 00	
or J		Miles		:	:	: :		:	:	7.85	:		:	:	:	:	:	:	:	8.00		8	3 :	: :	
HAVE N		Miscellaneous Type Mil								8. Con							:	:				100	of Difference		
псн	ileages	F.S		:	9.87	2.90	8.83	:	5.38	:	:		: 6	10.0	:	:	:	4.78	:	46.29			: :	: :	
WE WE	Type mileages	Bit. mac. Brick		:	:	: :	:	:	:	:	:		:	:	:	:	:	i	ij	1.47			: <b>:</b>	: :	
LA CTB ontin		Bit.	(pe	:	:	6.77	:	11.59	:	:	7.21		:	. 0	0.10	. 2	;	i	:	42.48			3.04	<b>:</b> :	
Sonte (C	,	W.B. surface appl.	CONTRACTS OF 1914 (Concluded)	:	:	: :		:	:	:	:		:	:	:	:	:	į		:	12		: :	3.17	
ON (		k mi	14 – (	6.34	:	: :		:	0.13	:	:		:	:	. 8	0.00	:	i	:	32.73	CONTRACTS OF 1915	2	8 :	. 50	
оси 31,		Total mile- age	or 19	6.34	9.57	5.90	6.82	11.59	5.51	7.85	7.21		: 6	20.00	90.40	2.00	3	4.75		130.97	CTB	10	3.6	3.17	
NSTR Ber		Date of contract	RA CTS	t. 19	••	Nov. 2		May 16	Nov. 2		May 25	:	May 15	3 °				50	8 4.	- "	NTR/	Inlu: 18	Oct. 28	Nov. 1 Nov. 12	
Table Showing Status of All Highway Construction Contracts Which Have December 31, 1916— (Continued)		Di Contractor con	Con	William Hasard	Eastern Asphalt Paving Co	Thomas F. Shaughnessey Boynton & McNally	Lawrence Schultze	Eastern Asphalt Paving Co	Edward T. Beck & Co	John W. Gurnett	Edgecomb Bros	; ;	Peter F. Connolly Co	House Manage		Dele Engineering Co	Kennedy Construction Co., segirned		Municipal Asphalt Co Dec.	1914 totals	ŏ	James Anderson (assigned to Patrick	Armstrong & Trowbridge	A. Ruggerio Routley & Summers	
SHOWING ST		sy County		Tompkins		Erie		:	:			3 :		Gulliman					Varatoga			410 Montgomery	448 Orange	449. Orange 512. Montgomery.	
TABLE		Highway No.		1189	1208	1214. 5179-A	6217-A	5232-A	5263-A	5334-A	5383-A		200	KKID	5610	5516	5518		2019 z			410	448	512	

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58 85 E	\$	20	2	88	:		:	8	8	88	Z	8	87	28	8	2	46	:	8	8	31	9	ž	8	ଛ		19	æ	8	45	8	8	
39,878 30 65,085 50	82,935 37	20,155 01	53,156 00	50,768 80				96,461 00		53,796 50	85,388 65	40,977 63	35,354 50	30,602 83	23,464 00		43,720 50		26,151 00	82,944 00	51,750 50		37,232 00	62,261 00	56,474 75	•	69,707 75	23,668 00	43,212 80	50,420 50	43,607 70	73,054 00	
0.76	:	:	:	:	:		:	:	:	:	:	:	:	:	:	:	:	:	:	:	:	:	:	:	:		:	:	:	:	:	:	
St. Blk	:::::::::::::::::::::::::::::::::::::::																																
: :	:	:	4.21	:	:		:	:	:	:	o. 80	1.83	:	:	:	:	:	:	:	:	:	:	:	:	8.6		:	:	:	:	:	:	
<b>:</b> :	:	:	:	:	:		:	3.99	:	:	:	0.58	:	:	:	:	:	:	:	:	:	:	:	:	:		:	:	0.91	:	:	:	
2.12	20.2	:	:	:	:		:	:	:	3.06	7.08	:	:	:	:	:	:	:	:	:	:	:	2.55	:	:		:	:	:	4.43	:	5.50	
: :	:	:	:	:	:		:	:	:	:	:	:	4.29	:	:	:	:	:	3.08	:	:	:	:	5.98	:		:	:	:	:	:	:	
7.48	:	2.13	:	5.68	:		:	:	:	:	:	:	:	4.07	1.53	:	4.5	:	:	7.78	:	:	:	:	:		5.13	8.8	:	:	3.98	:	
2.87	10.24	2.13	4.21	5.63	:		:	3.99	:	3.08	7.23	1.91	•	4.07	1.53	:	4.54	:	3.05	7.76	:	:	2.55	96.9	8.8		5.13	2.80	0.91	4.43	3.96	5.50	
June 12 June 9		July 16	Aug. 30	May 14	Sept. 28		Feb. 23	May 10	Jan. 7	June 18	June 18	June 29	Aug. 27	st. 29	dy 19	Ine 17	June 17	pt. 1	Nov. 1	June 12	Sept. 1	Sept. 2	Jan. 8	May 24	June 16		July 20	April 11	July 19	ay 25	May 24	April 21	
	Armstrong & Trowbridge	Brady-Oltarsh Construction Co., Inc.	Arthur F. McConville	M. Bennett & Sons M	Thomas F. Shaughnessey	Fulton Engineering Co., Inc. (as-		Thomas Mahoney	E. H. Brown	Phelan & Sullivan	Criswell Mallery, Inc	John Davin	Dana W. Robbins, Inc	Peter F. Connolly Co	Frank M. Foote	John F. Lewis	Galway & Co	William L. Sherrill	Mohawk Engineering Co		Cairnie St. George Co., Inc		Amos D. Bridges' Sons, Inc Je	E. J. Anderson				John W. Flynn	Fitch and Douglas	M. E. Francis	Ribetein-Holter Co., Inc		See 1916 contracts.
	:	:::::::::::::::::::::::::::::::::::::::	799 Niagara	831 Herkimer	976 2 Wyoming	Sullivan		1026 Chautauqua	1064 1 Genesee	1072 Onondags	1073 Onondaga	1074 Onondaga	1076 Tiogra	1079 Tioga	1088 Wyoming	1098 s Hamilton	1100 Hamilton	1109 * Washington	1110 Madison	1159 Oneids	1162 Dutchess	1163 * Dutchess	1221 Putnam	1223 Washington	1227 * Jefferson	1228 Warren		1229 Albany	1240 Broome	1242 Greene	1248 Livingston	1250 Franklin	1 See 1915 contracts. 1 Contract forfeited. See

ACCEPTED,	•
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HAVE NO	
<b>W</b> нгсн	
CONTRACTS WHICH	
CONSTRUCTION CONTRACTS	
NG STATUS OF ALL HIGHWAY Co	4
ALL	
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TABLE SHOWING ST	
TABLE	

76							<b>A</b> :	NI	γU	<b>A</b> .	Ĺ	R	E	PO	R	Т	01	F	TI	H	5											
CED,	Per cent	pleted Dec. 31.	1916		8	85	7.	45	8		86	76	æ	31	<u>2</u>	56	53	95	2	3	<b>3</b>	88	26	85	7	13	61		2	\$	2	5
HAVE NOT BEEN ACCEPTED,		Ħ	ts.		104,999 00	45,212 00	52,694 10	65,316 01	34,624 50		95,646 50	68,770 30		00 062,390 00	129,466 15	63,898 00	113,068 50	67,727 90	57,258 50						76,244 00		26,878 50		75,517 50	2000	00,010 70	44,401 111
or B		800g	Miles		:	:	:	:	:		:	:	:	:	:	:	:	:	:	:	:	:	:	:	:	:	:		:		:	:
HAVE N		Miscellaneous	Type																						:							
HOH	ileages	1	Š		:	:	4.43	:	:		:	:	:	:	:	:	10.50	2. <b>6</b> 0	:	:	2.68	:	83	:	:	:	:		6.47		:	:
% §_€	Type mileages		Brick	ଲ	:	:	:	:	:			0.52	:	:	:	:	:	0.21	:	:	:	:	2.73	0.93	:	:	1.17		:		:	:
Continued		ä		mtinue	11.41	6.05	:	:	<b>4</b> .8		7.67	5.14	9.00	:	11.40	5.84	:	:	:	:	:	2.82	:	:	8.83	:	:		:		8 8	7. 26.
		W.B.	appl.	CONTRACTS OF 1915 — (Continued)	:	:	:	:	:		:	:	:	:	:	:	:	:	:	:	:	:	:	:	:	:	:		:	;	0.18	:
oction ( 1916 —		Ι.	'n.	or 191	:	:	:	5.01	:		:	:	:	6.99	:	:	:	1.05	8.63	5.78	0.57	:	:	:	:	:	:		:		:	:
191		Total mile-	986	RACTS (	11.41	6.05	4.43	5.01	8.8		8.64	5.66	8.0 <del>0</del>	8.8	11.40	5.84	10.50	3.92	8.63	5.78	3.25	2.82	3.55	0.93	8.83	:	1.17		5.47		0.6	8
Constraint 31.		Date of	contract	CONT	May 12	Nov. 16	May 12		May 7		May 11	June 12	May 11	July 23	May 25	May 24	June 12	May 24	May 25		July 16					July 19	Aug. 31		Aug. 30		16. Mag. 31	Aug. 31
ATUS OF ALL HIGHWAY CONSTRUCTION DECEMBER 31, 1916 —			Contractor		Spuyten-Duywil Construction Co	Henry P. Burgard	H. J. Grathwol	_	W. J. Fox	Bison City Engineering & Con-	tracting Co., Inc	Ross-Hollenbeck Construction Co	P. J. Kennedy	Fred E. Gross & Son	Fulton Engineering Co., Inc	B. J. Anderson	Town of Southampton	O. M. Severson & Co	Hovey Benedict	David H. Craw.	Nordone & Petrillo	Brady-Oltarsh Co., Inc	John F. Dolan Contracting Co	Dunkirk Construction Co	Fred E. Gross & Son	J. A. Culkin	Shaw & Lakin	Dunkirk Construction Co. (assigned	to Public Service Contracting Co.).	ring and	struction Co	James Ciarcia & Vincent Cartes! Aug.
TABLE SHOWING STATUS			County		Franklin	Jefferson	Cattarsugus	Hamilton	1259 Allegany	Allegany		St. Lawrence	St. Lawrence	Wyoming	Delaware	Delaware	Suffolk	Cattaraugus						Chautauqua	Lewis			Cattaraugus		Westchester		1307 Westchester
TABLE S.		Highway	No.		1252	1253	1254	1258	1259	1260		1261	1264	1267	1271	1272	1274	1275	1278	1280	1291	1295	1297	1298	1300	1302 1	1304 \$	1306		1306		1307

15	9 5	60	2	33	8		41	28	:	46	20	<b>6</b> 8	88	14	:	31	53	ጄ	:	28	13	:	\$	2	28		41	8	33		69
	40.537 00	78,420 20		64,341 05	44,956 00		97,340 25	123,708 85	100,840 00	71,137 50	49,183 25	28,858 75	25,795 10	52,010 90		26,447 20	62,186 00	141,828 00		57,914 00	56,250 50		90,223 75	24,035 00	73,445 50		89,686 90	273,736 70			50,881 70
÷		:	:	:	:		:	0.74	:	:	:	:	:	:	:	:	:	:	:	:	:	:	:	:	:		:	:	:		:
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÷		:	:	:	:		8.00	:	:	:	:	:	:	:	:	:	:	:	:	:	:	:	4.75	1.57	:		:	:	. <b>:</b>		:
:		:	:	:	:		:	1.07	:	:	:	:	:	:	:	:	:	:	:	0.23	:	:	9.0	:	:		:	:	:		0.37
:	: :	:	:	:	:		:	6.19	:	7.29	4.62	3.03	2.81	<b>9</b> .08	:	:	7.71	:	:	:	:	:	:	:	:		:	4.03	0.43		4.88
÷		:	:	:	:		:	:	:	:	:	:	<u>.</u> :	:	:	:	:	9.14	:	4.27	5.19	:	:	:	:		8.88	:	i		:
:	4.02	6.87	:	8.80	5.37		:	:	:	:	:	:	:	:	:	2.48	:	:	:	:	:	:	:	:	6.27		:	:	:		:
:	4.02	6.87	:	6.86	5.37		8.00	8.00	:	7.29	4.62	3.02	2.81	9. 9.	:	2.48	7.77	9.14	:	4.50	5.19	:	5.35	1.57	6.27		8.98	4.03	0.43		5.25
£,	, 53	8	63	8	52		٥,	. 18	33	23	8	31	31	8	۳.	8	ဓ	က	٦.	က	2	8	8	ଛ	17		G	13	14		ଛ
Aug.	Aug.		Sept.	Aug.	Aug.		Sept.	Nov. 18	Aug.	Aug.	Aug.			Ö G	Nov.	Oct.	og O	Ď 60	Nov.	Dec.	Dec.	Mar.	Mar.	July			June	July 13	Nov.	,	ğ
James Garafano & Son, Inc			. Ruddy-Saunders Construction Co	A. C. Sternberg, Jr	. Amos D. Bridges' Sons, Inc	. Joseph Brunner (assigned to Cheek-	towaga Construction Corporation)	Brayer Bros			. Frank W. Fowler Construction Co	H. B. Sproul Construction, Co., Inc.		John H. Gordon		Greenfield Construction Co	Marks Kearney		Langan Construction Corporation	Stanley Construction Co	George Neilans		Austin W. Summers	Ulrich & Persicano	Schunnemunk Construction Co		Ford Bros	John L. Hayes Construction Co	Henry McNamee		Steuben Kennedy Construction Co Oct.
Westchester	Chemung	Chemung	Dutchese	Dutchess	Dutchess	Niagara		Cayuga	Livingston	Allegany	Westchester	Westchester	Westchester	Cayuga	Orange	Tompkins	Columbia	Erie	Erie	Erie	Erie.	Sullivan	Cattaraugus	Nassau	Orange	Chemung and	Schuyler	Orange	Sullivan	Allegany and	Steuben
1308 1	1310	1311	1312 1	1313	1314	1315		1317	1321 \$	1322	1323	1324	1325	1327	1329 1	1330	1332	1333	1334 \$	1335	1336	5234 4	5258-A	5280	5328-B	5432-A		5498, 5572	5510-A	5532	

orfeited. See 1916 contracts. forfeited. Selet in 1916 as 1334-A and 1334-B. Ancelled. See 1916 contracts.

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PTED,	Per	pleted	1916		#	84	<b>\$</b>	:	:	<b>E</b>	8	3	73		*	:		98	79	41		:	•	<b>2</b>	83	\$	:	2	51	9	27	i
HAVE NOT BEEN ACCEPTED.	Contract	plus or minus	3		69,481 10	54,693 00	107,700 00	132,687 50		17,187 20	32,461 75	61,507 00	36,024 75		67,990 00			85,290 00	29,214 60	49,822 00		13,341 90		99,100 /0		63,077 00			40,423 50	47 914 75	65,401,50	*** TAL '95
Vor I		eous	Miles			:	:	:	:	0.70	:	:	:		:	:		:	:	:		:		:	:	:	:	:	:		:	:
		Miscellaneous	Type							M. M.—2.			•											:								
нісн	Type mileages	Ĺ	So.		:	:	6.98	5.89	:	:	:	:	:		:	:		:	:	:		:		:	:	:	:	:	:		:	:
¥ €	Lype n		mac. Brick		:	:	:	0.89	:	:	:	:	:		:	:		:	:	:		:		:	:	:	:	:	:		:	:
RACT		ä	mac.		:	:	:	:	:	:	:	:	:		:	:		7.78	2.97	4.29		1.17		: ;	7.96	:	:	4.77	:			:
CONTRACTS (Continued)		W.B.	appl.	- (Concluded)	7.31	5.98	:	:	<u>,:</u>	:	:	:	:		:	:		:	:	:		:	•	4.12	:	:	:	:	:	5	0,10	:
10N (	>	<b>*</b>	M	S)	:	:	:		:	:	3.34	6.03	4.69		8.80	:		:	:	:		:		:		6.55	:	:	4.21		7 01	
RUCTION 1916	-	Total		1915	7.31	5.98	6.98	6.88	:	0.70	3.34	6.03	4.69		8.80	:	٠	7.78	2.97	4.29		1.17	•	7.17	7.96	6.55	:	4.77	4.21	9		
CONSTI	; 	Date of	contract	CONTRACTS OF	Sept. 28	Jan. 6	Mar. 29	May 24	May 14	Nov. 1	May 24	July 24	Nov. 12		June 18	June 26		July 22	July 23	July 16		Aug. 6		y and	Aug.	Aug.	ë Ö	Aug.	Aug. 31	, A	Aug. 40	Aug. no
ATUS OF ALL HIGHWAY CONSTRUCTION CONTRACTS WHICH DECEMBER 31, 1916 — (Continued)			Contractor	CONT	Newport Construction Co	Keeseville Road Co	Austin W. Summers	D. D. Dugsan & Sons		Langan Construction Corporation	William Green	James T. Moore	J. B. Hayes & Co., Inc		C. W. Tryon	Cattaraugus Engineering Co	Fred E. Gross & Son (assigned to	Paddelford & King)	Frank Salvucci	Fagnani & Marra		Frank Nordone & Louis Petrillo Aug.		rather IJ. Confey	Weed & Walsh	Newport Construction Co	Chilson & Gibson		Joseph McCormick			Contoy & Mixaori Aug. au
TABLE SHOWING STATUS OF			County		Monroe	Essex	Cattaraugus			Oneida	5551 Schenectady	5557 Schuyler	5558 Oneida	Herkimer and	Oneida	Niegara	Chenango		Ulster	Westchester		Orange	oofo Senuyler and	1 ompkins	Schoharie	Herkimer	Genesee	Greene	5584 Herkimer	Chenango and	Madigon	Al Relimondo
TABLE SH		Hish was	No.		5530			5544		5547 Oneida	5551	5557	5558	5559		5563 1	5565		5570 Ulster	5571	5572 (see 5498)	5573 Orange	00.00		5577 2 Schoharie	5579 Herkimer	5582 1 Genesee	5583 Greene	5554	5585	62.	50MG

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98, 689 25 43,719 00 63, 063 00 29, 160 00 39,786 80 25,780 70 51,591 50		\$37.709 40	101,370 50	21,793 00				29,970 50				111,408 00	62, 120 25	30,347 75	34,126 44	61,472 60	11,645 25	20,274 75			68,043 75	35,020 46	42,861 00	19,081 70	79,304 50	
	2.21	:	:	:	:	:	:	:	:	:	:	:	:	:	:	• :	:	:	:	:	:	:	:	:	:	
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	16.07	:	:	:	:	:	:	:	:	:	:	:	:	:	:	:	:	:	:	:	:	:			:	
0.40	95.77	2.95	9.18	:	:	:	:	:	0.12	7.14	:	:	:	:	:	:	5.13	:	:	:	0.27	:			6.10	
7.69	80.80195.77		:	2.49	1.61	:	5.13	5.90	:	:	:	:	3.53	:	:	:	:	3.88	2.22	6.41	5.73	4.22			:	
3.95 4.61 3.79 2.83	173.35		:	:	:	0.11	:	:	:	:	2.38	0.0	:	:	10.97	:	:	:	:	:	:	:	5 21	5.08	:	
3.95 5.01 7.69 3.79 3.75 0.79 5.34	532,32 173.35 RACTS OF	2 98	9.18	2.49	1.61	0.11	5.13	2.90	0.12	7.14	2.38	7.79	6.03	3.52	10.97	4.33	5.13	3.88	2.25	6.41	9.0	4.22	5.21	2.08	6.10	
Aug. 31 Oct. 30 Oct. 29 Nov. 5 Nov. 15 Nov. 15	532.32 173.35 80 ====================================	Ano 17	June 12	Oct. 31	Nov. 2	Sept. 25	uly 11	Oct. 28	ot. 31	lov. 17	Aug. 24	une 9	lug. 26	June 28		July 21		Aug. 24	July 14	July 17	Aug. 18	ng. 11	June 10	Ang. 11	July 11	•
James M. Hamilton & Co.  Greenfield Construction Co.  James Anderson.  Bluff Point Stone Co.  T. H. Gill & Co.  ua. Edward T. Beek & Co.  Routley & Summers.	1915 totals	Thomas F Murray		Carl G. Snyder	Adirondack Construction Co	:	truction Co				Cold Spring Construction Co	:		Bison City Engineering		Town of Mina	Hammond-Tracey Construction Co.		Steuben Construction Co	:	ion Corporation		ction Co	Lynden Contracting Corporation	William G. Fox.	rfeitød.
Greene Seneca Livingstor Clinton Cortland. Chautauq		Senega	Orange	Montgomery			Fulton	Fulton	Cayuga	Columbia	Niagara			Wyoming	Sullivan	Chautauqua			Wayne	Wayne	Tioga	Hamilton	Stenben	Washington	Saratoga	See 191
5588 5583 5594 5595 5596 5596		395	490	513	515	573-A	620	621		763	773	800		976	986		1045		1058	1000		1098				<sup>1</sup> Forfeited.

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DeGraff & Hogeboom.....June 19 E. S. Sickles ..... June 9 F J. Mumm Contracting Co..... June

1350 ..... Livingston ... William II. Madden ..... June

Wyoming....

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59,874 75

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Schunnemunk Construction Co... June 9 Fred J. Kinney Contracting Co. . . . Oct. 31

William J. Kidd, assigned to

Carlisle O. Landel..... Aug. 25 Perrin..... Aug. 24 Thomas O'Hern & Co..... July 17
Rush Contracting Co..... July 27 Joseph Capek, Inc..... Aug. 22 Irvine & Barry..... April 26 Dale Engineering Co..... July 13

Arthur J. Shaw, Jr., & George

1334-B.... Erie.....

334-A....

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Westchester... Smith Bros. Contracting Co..... Nov. 24

Nassau..... Nassau

1343..... 344.... 345.... 346.... 347.... 348....

Saratoga Herkimer.... Schoharie. . . . Greene.....

Nassau.....

1341..... 1342.....

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8.34 3.70 3, 18

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ACCEPTED,	
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WHICH	
CONTRACTS	- (Continued)
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TABLE S.	TABLE SHOWING STATUS	TATUS OF ALL HIGHWAY CONSTRUCTION CONTRACTS WHICH HAVE NOT BEEN ACCEPTED, December 31 1016 (Continued)	CONSTR	UCTIC 1916	O N	ONTR	ACTS	WHIC	HH	(AVE	Nor	BEEN A	ACCEP	TED,	880
			to vac	21				Type mileages	88			Contract	ract	Per cent	)
17: 1			. 4	Total		W.B	i	-		Miscellaneous	neons	price com-	minus I	pleted	
nignway No.	County	Contractor	Date of mile- w. surface Dit. contract age B. appl. mac. Brick Con.	age	E	appl.	Dif.	riek Q	ر ج ۾	Туре	Miles		special D	1916	
			CONTRACTS OF 1916 — (Continued)	TB OF	- 9161	- (Contin	(pen								
1156	Chenango	A. B. Haight	July 20 0.82 0.82	0.82	:	:	0.82	:	· :		:		\$15,414 25	43	
1162	Dutchess	. Fulton Engineering Co., Inc	Nov. 2 5.16	5.16	:	5.18	:	5.16	:		:		43, 237 36	:	
1163	Dutchess	1163 Dutchess William J. Kidd, assigned to Fulton													1
		Engineering Co., Inc	June 6	6.18	:	6.18	:		:		:		74,775 71	13	A r
1233	Schuyler	. Steuben Construction Co	June 10	0.99	:	0.99	:		:		:		8,747 25	80	V N
1255	Jefferson	. Henry P. Burgard	June 12	14.05	:	14.05			:		:		145,895 50	*0	Ū
1256	Jefferson	1256 Jefferson Henry P. Burgard Co Oct. 30 7.78	Oct. 30	7.78	:	7.76			:		:		79,831 45	:	ΑÌ
1302	Otsego	. Frank D. Van Horn, assigned to													
	•	W. C. Flannery June 27 12.66 12.66	June 27	12.66 1	2.66	:			:		:		116,745 12	7	R
1308	Westchester	John A. Jova, Inc	Sept. 25	2.15	:	:	2.15	:	:		:		22,515 62	15	EI
1309	Westchester	Fulton Engineering Co	June 9	6.63	:	:	6.63	:	:		:	98	66,078 86	9	°O
1312	Dutchess	. William J. Kidd	June 6	6.81	:	:	6.81		:		:		57,655 00	16	R7
1321	Livingston	1321 Livingston Fred J. Kinney Contracting Co Oct. 31 8.34	Oct. 31	8.34	:	8.34	:	8.34	:		:		84,681 60	18	Ր (

Westchester... Dutchess ..... Orange..... Erie.....

1329.....

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34,756 00 89,424 50 40,236 90	66,789 00 47,378 50 69,772 25	64,672 75	54,922 95	66,924 50	26,620 00	22.083 75	21,000 75	26,502 00	48,938 75	39,651 20	11,217 50	13,796 01	38,837 90	99,255 00	36,320 50	123, 132 30	49,807 50	5,547 90	99,239 00	36,955 00	66,373 00	62,500 00	90,429 50	30,065 00	111,888 00	59,908 50	22,186 45	75,837 00	90,091 50
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: : :	: : :	:	:	:	:	: :	: :	0.88	:	:	:	:	:	1.19	0.74	3.11	:	:	:	:	:	:	:	:	:	:	:	:	:
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89.6	8.87	8.5	5. 83	:	: :	0.10		:	:	:	0.91	:	3.74	1.48	:	:	:	:	:	2.83	7.93	4.40	7.08	2.91	:	:	2.13	7.60	7.9
0.33	: : :	:	:			. 2			3.23	:	:	:	. :	:	:	:	:	:	:	:	:	:	:	:	:	:	:	:	:
2.68									3.23	2.73	0.91	1.10	3.74	4.14	0.74	5.65	3.90	0.4	11.16	2.95	7.93	5.27	7.09	2.91	10.46	4.89	2.13	7.60	7.94
Oct. 28 June 10 April 25	July 17 June 8 June 8	fully 11	July 14	une 7	uly 11	fune 13	June 9	'uly 12	uly 14	fuly 18	luly 22	uly 14	et. 28			'uly 17	Oct. 31	uly 14	uly 18	'uly 12	uly 14	'uly 17	uly 14	uly 17	uly 11	lug. 21	lept. 25	July 24	July 21
	Frank Malone J. G. Hayes & Co., Inc J. G. Hayes & Co. Inc.				George H. McEvoy	acting Corporation	:	r Plant Co.	Inc		Joseph Walker Construction Co	Brady-Oltarsh Construction Co	:	:		Co., Inc	:	1le	Spellman-Oliver Co	Co., Inc	adden	L. H. Brotsch			Richard Hopkins	J. W. Brennan	Hovey E. Benedict 8	Cold Springs Construction Co J	Michael Ripton
Att	£ 15 15	Ö	7	٦,	٠.																								
	OneidaJ. OneidaJ.	:		:	:	Cortland	Cortland	Albany	Albany	Ulster	Madison	Fulton	Fulton	Chemung	Chautauqua	Chautauqua	Chautauqua	St. Lawrence	St. Lawrence.	Monroe	Monroe	Monroe	Chenango	Chenango	Clinton	Seneca	Senecs	Genesee	Genesee

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CONTRACTS	— (Continued)
CONSTRUCTION	<b>есемвея</b> 31, 1916-
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TED,	Per	pleted Dec. 31, 1916		83	*	7	=	က	21	87	8	8	. :	18	8	80	:	0	-	<b>~</b>	7	:	9	ĸ	90	:	:	:
HAVE NOT BEENEACCEPTED		plus or minus special I		\$65,594 00	35,875 25	35,000 25	31,350 00	86,649 50	124,673 00	24,193 50	8,071 50					35,782 36				90,664 00		87,520 00	8,731 40	74,840 65				86,956 20
or 1		Miles		:	:	:	:	:	0.73	:	:	:	:	:	:	:	0.21	:	:	:	:	:	:	:	7	:	:	:
HAVE (N		Miscellaneous Type Mile							MM-2					:	:		Stone Blk.	:	:		:		:	:	Stone Bik.			
<b>W</b> нисн	leages	₽.S		:	:	:	:	:	:	:	0.58	:	5.45	:	:	:	8.	2.85	:	:	:	:	:	:	:	:	:	:
	Type mileages	Brick		:	:	:	:	:	:	:	:	:	:	:	:	:	:	:	:	:	:	:	:	:	1.08	:	:	0.18
LA CTB inue	г	Bit.	(P	:	:	3.67	:	:	:	1.78	:	<b>5</b>	:	:	:	3.13	:	:	:	:	:	:	:	8.38	:	:	:	0.60
CONTRACTS — (Continued)		W. B. surface appl.	Continu	5.62	2.93	:	3.97	8.13	7.15	:	:	:	:	3.86	2.83	:	:	0.82	3.01	7.20	:	2.87	0.57	:	:	8.88	:	5.01
		≱mi	16 —	:	i	:	:	:	:	:	:	:	:	:	:	:	:	:	:	:	4.87	:	:	:	:	:	0.43	Ė
UCII 1, 19		Total mile-	or 19	5.62	2.93	3.67	3.97	8.13	7.87	1.76	0.56	8.0	5.45	3.95	2.63	3.12	0.55	3.17	3.01	7.20	4.87	2.97	0.67	8.88	1.83	3.88	0.43	5.86
ONSTR SER 31		Date of contract	Contracts of 1916 - (Continued)	July 14	July 18	July 13	July 15	Aug. 19	July 17	July 20	July 14		Aug. 21	Aug. 16	Aug. 21	Nov. 11	Nov. 2	Aug. 21	Nov. 2	Aug. 16	Aug. 21	Nov. 24	Aug. 22	Aug. 22		Aug. 22	Aug. 21	Aug. 24
STATUS OF ALL HIGHWAY CONSTRUCTION DECEMBER 31, 1916-		Contractor	Š .	Lane Construction Corporation July	C. S. Mathusa Hendrickson-McCabe Construction	S	Ã	Newport Construction Co	•	Bluff Point Stone Co	Fishkill Construction Co			Chambers & Barnes	Dale Engineering Co	John A. Jova, Inc		٠.	٠.			John T. O'Neil.	Samuel Bonn.	:	:	Fort Schuyler Construction Co., Inc.		
Table Showing St.		County		1404 Albany	1405 Albany		Wayne	Otsego													Renseelast	Rensselaer.	Oswego	Oswego				
TABLE		Highway No.		1404	1406		1407	1408	1409	1410	1412	1413	1414	1415	1416	1417	1418	1419	1420	1421	1422	1425	1427	1428	1430	1871	1482	1433

	STATE COMMISSIONE	ER OF HIGHWAYS	883
26 : 17 : 4 : :	: : : : : : : : : : : : : : : : : : :		10 : :
16,777 05 73,747 60 62,961 50 42,479 50 98,217 00 89,961 00	46,330 00 70,380 56 59,752 25 71,930 00 52,486 50 72,505 50 19,380 50 74,500 80 65,266 10 19,596 11	105,791 64,697 70,815 70,815 85,094 43,184 46,151 86,320 11,683 17,663 10,633 17,663 10,63	22,086 62 49,600 15
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0.49	8.14		<b>: :</b>
6.07 0.55 0.58 6.98	8.62 5.50 1.95 6.33		3.73
	3.00		5.62
0.61 6.07 1.43 4.58 6.98 6.51	8.23 8.25 8.25 8.25 8.25 8.25 8.25 8.25 8.25	4 8 8 8 8 8 8 8 8 8 8 8 8 8 8 8 8 8 8 8	3.73 5.62
Aug. 21 Aug. 22 Aug. 17 Aug. 24 Aug. 21 Sept. 25	Aug. 21 Aug. 21 Aug. 21 Aug. 21 Aug. 21 Aug. 21 Aug. 21 Aug. 21 Aug. 21 Sept. 25 Sept. 25	Oct. 28 Oct. 2	Sept. 25 Sept. 26
Michael O'Brien   A	· · · · · · · · · · · · ·	J. J. Guinan Contracting Co. Armstrong & Trowbridge. G. I. Schoentag. Hibstein-Holter Co., Inc. William Felton. Paddellord & King. Atlanta Construction Co. Atlanta Construction Co. Atlanta Construction Co. Atlanta Construction Co. Atlanta Construction Co. Backson Bros. Abner M. Harper, Inc. Pathfinder Construction Co. Pathfinder Construction Co.	John B. Dower
Tompkins Cortland Washington. Washington. Washington. Delaware	Delaware Erie Erie Rockland Broome Tiogra Sohanectady Subanectady Weekchester Livingston	Baratoga. Sullivan. Unster. Monroe. Chautauqua. Cheutauqua. Steuben. Steuben. Steuben. Steuben. Steuben. Steuben. Steuben. Oewego.	Schenectady
1434 1435 1436 1437 1439 1440	1441 1443 1448 1448 1451 1452 1463 1464 1465	1460 1468 1466 1466 1477 1477 1476 1477 1478 5204-A. 5408	5519

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CONSTRUCTION	1 1 1 1 1 1 1
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		Type mileages Contract cent					•	Type mileages	lloages			Contract	i de
			7.	Total		W.B.			6	Miscellaneous	BOUR	plus or minus	
No.	County	Contractor	contract	5	m	appi.		mac. Brick	Ś	Type	Mile	ejromenta Principla	1916
		8	CONTRACT OF 1916 (Conduded)	OF 191	18—(	Conclude	ন্থ						
2649 D	Dutchess	. Joseph Heisler & Frank Gullotte June 13	June 13	98.0	:	:	:	0.88	3.0 38.0		:	835,030 32	200
	Niagara		Aug. 23	5.07	:	:	:	<b>3</b> .0	4.73		:	62,709 98	:
	Dutchess		June 10	8.97	:	:	6.97	:			:	86,477 50	_
ອ :	Genesee	William J. Kidd, assigned	to										
		Roanoke Contracting Co	Aug. 23	4.53	:	4.53	:	:	:	•	:	44,803 00	
0	Onondaga	M. J. Gleason Co	April 21	5.12	:	:	:	0.37	4.78		:	NG, 404 75	8
5598 St	Saratoga	. John B. Dower	Aug. 21	1.10	:	:	:	1.10	:		:	70,480 00	_
	Ulster	. H. K. Corbin & Co., Inc	June 8	*	:	:	:	:	:		:	61,360 OC	
5601 1 U	Ulster	. Wagner & Brann	June 9	1.85	:	:	:	0.83	 8		:	50,438 50	÷:
5602 F	Franklin	. Arthur F. McConville	Aug. 21	1.99	:	:	1.53	0.48	:		:	67,120 78	:
5807 C	Cattaraugus	Vedder Construction Co	Nov. 1	4.73	:	:	:	:	4.73		:	72,798 00	•
	Cattaraugus		Nov. 1	2.17	:	:	:	:	2.17		:	33,170 90	•
	Cayuga		July 15	3.80	:	:	:	:	3.80		:	49,378.50	_
	Cayuga	Sullivan Construction Co	July 11	4.39	0.83	:	:	:	3.76		:	86,325 00	=
	Stouben		July 14	5.78	:	5.70	:	:	:		:	53,242 20	3
	St. Lawrence		. Oct. 30	9.12	:	:	2.18	:	9. B		:	139,810 70	:
	Franklin		Aug. 22	10.36	:	:	10.36	:	:		:	124,417 40	•
5615 A	Allegany	Frank J. Foote	Aug. 21	<b>0</b> .04	:	0.02	:	:	:		:	111,063 00	:
5616 0	Ontario	Atlanta Construction Co	Aug. 21	2.26	:	2.20	:	:	:		:	26,961	2
5617 Je	Jefferson			<b>5</b> .03	:	:	5.03	:	:		:	00,247 00	=
	Jefferson			4.05	:	:	8. 8.	0.21	:		:	50,039 00	=
561080	Schoharie		Aug. 23	2.73	:	:	2.73	:	:		:	33, K3H 00	=
	Frie		Nov. 2	5.19	:	:	:	:	6.19		:	106,050 00	:
۱٤ :	•		Sopt. 25	30	:	1,30	:	:	:		:	21,320 40	:
9623	Chemango	Tribut Posine Co	Sout 25	7			:	:	:	MM-2	70.1	26,537 40	:
٠													

. A. T. Moran Nov. 24 6.79	Nov. 24	6.78	:	:	6.79	:	:	6.79	:	79,279 25	:
. Charles H. Semper C	Oct. 80	1.76	:	:	:	:	1.78	1.78	:	28,699 05	:
. Newport Construction Co Dec. 14 0.71	Dec. 14	0.71	:	:	:	:		Bitu (	0.71	41,438 55	:
. Harradine Bros. Co Oct. 28 5.85	)ct. 28	5.85	:	:	:	:	5.85	5.85	:	81,816 40	:
. Belmar Contracting Co Nov. 24 3.93	Nov. 24	3.93	:	:	:	:	3.93		:	59,853 90	:
. Kennedy Construction Co., Ltd 5.77	:	5.77	:	:	5.77	:	:	6.77	:	146,240 00	:
	•	İ	1						-		
1916 totals		26.66	65.86	300.46	36.66	13.03	37.78		2.63		
	,,	i		THE REAL PROPERTY AND ADDRESS OF THE PARTY O							

' Forfæted. \* Bridge piers

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1				
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### APPENDIX E

### **TABLE**

SHOWING ALL

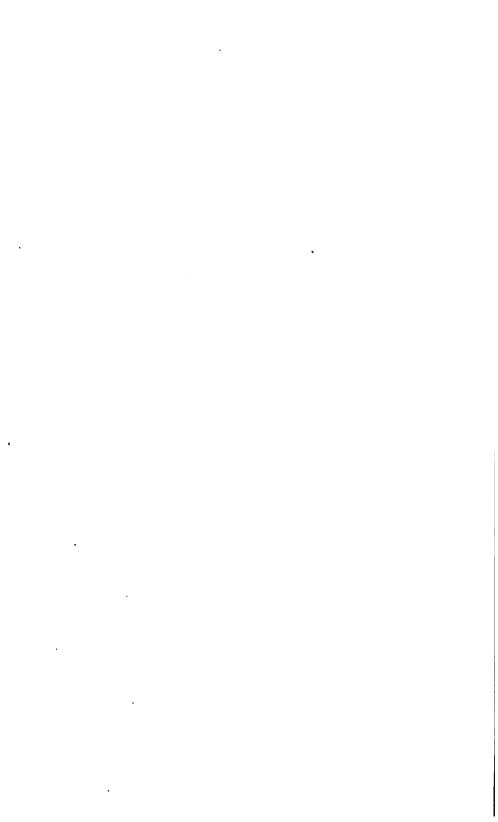
### County and State Highways

Which have been assigned highway numbers and which are now

AWAITING CONTRACT

**DECEMBER 31, 1916** 

[887]



1916
31,
DECEMBER
CONSTRUCTION DE
HWAYS AWAITING (
HIG
INTA

				~	,	~ 4		-			<b>~</b>							'		- ~						-	
Type																				Bit. Mac.				W.B.			
Miles	4.20	2.45	6.68	2.00	6.83	4.33	3.03	2.26		4.76	5.25	2.70	2.75	3.70	7.51	1.56	3.55	5.57	0.17	1.14	1.58	1.83	0.98	4.62	2.30	1.72	
Estimated cost	14,700 00	40,500 00	57,600 00	14,700 00	88,775 00	:	31,000 00	18,500 00		54,900 00	50,400 00	26,900 00	24,625 00	37,300 00	48,300 00	25,800 00	64,600 00	45,900 00	49,000 00	27,700 00	13,100 00	55,200 00	12,100 00	65,800 00	:	53,800 00	
County	Delaware	Seneca	Ontario			Herkimer		Monroe		Orange	Orange	Montgomery	Montgomery	Montgomery	Orange	Orleans	Orange	Ulster	Orange	Onondaga	Orleans	Chenango				Otaego	
Мате	Downesville	Reservation Road—Romulus	Bristol Valley, Part 2	Bristol Valley, Part 3	Bearsville—Beechford—Mt. Pleasant	Mohawk—Jordanville	Little Falls—Jacksonburg	Brockport—Holley, Part 1	Cedar Hill Cemetery; Unionville—New Jersey Line; New	Hampton-Denton; Greenwood Lake-Tuxedo Road Orange	Ċ	Snooks Corners—Amsterdam	Johnstown—Tribes Hill, Part 2	Palatine Bridge—Stone Arabia	Montgomery—Bullville	Albion—Eagle Harbor Quarry; Albion—Annis Corners	Monroe—Chester	Bearsville—Willow.	Highland Lake—Fort Montgomery	Syracuse—Bridgeport	Augar	Smithville Flats—Long Pond	Turner	Tonawanda Creek—Pendleton Town Line	Plattsburg—Ingraham	Richfield Springs—Schuyler Lake	See footnote in Appendix B, list by counties.
Highway number	164*	322	396*	404*	422*	470*	473*	496	500*		501	514*	516	517*	576	578*		602	605*	672-A*			739*	774	779*	785*	* See foo

STATE COMMISSIONER OF HIGHWAYS

889

Type

Miles

Estimated oost

County

Name

Highway number

816..... 818\*.... 819\*.... 1055..... 1056..... 1057..... 1059..... 1084.... .....660 1103..... 1171..... 316.... 340....

792\* 791\*....

### COUNTY HIGHWAYS AWAITING CONSTRUCTION DECEMBER 31, 1916 - (Continued)

Albany—Guilderland	AlbanyAlbany	88,200 00 32,800 00 58,300 00	0.00 %		
Galway—West Galway	Saratoga	40,900 00	8.8 8		
Ballston Town Line—Scotch Church Saratogs	Saratoga		0.92		
Ballston—Charlton Town Line Saratoga	Saratoga		1.88	•••••••••••••••••••••••••••••••••••••••	
Arcade—East Arcsde, Part 1	Wyoming	27,100 00	1.94	• • • • • • • • • • • • • • • • • • • •	A
Attics—Schaub Corners	Wyoming	42,500 00	3.44		N!
Darien Center—Bennington, Part 2	Wyoming	36,500 00	2.27		NU.
Clyde-Resort, Part 3	Wayne	18,100 00	88.		ΑL
North Tonawanda CityNiagara	Niagara	98,700 00	2.33		F
Tupper Lake—Long Lake, Part 3 Hamilton	Hamilton	74,000 00	5.03	• • • • • • • • • • • • • • • • • • • •	(E
Hartsville—Canisteo	Steuben	49,200 00	5.58	W.B.	PO:
Coventay—Bettsburg Chenango	Chenango	92,300 00	7.12	Bit. Mac.	ВT
Dickersonville—Cambria	Niagara	33,500 00	2.49	Concrete	0
Grant Corner—Rundall Corner—Bailey Corner—State	,				F
Line Westchester	Westchester	55,400 00	4.26	4.25 Bit. Mac.	TE
North Western—Boonville, Part 1	Oneida	106,300	6.15	W. B. Surf.	Œ

W. B. Burf & Bitu. & Blt.

St. Blk. Asp. Block

1.00

47,300 00

Bull Run-Bleecker ..... Fulton.... Fulton...

376.... 1370.....

342

Harts Corner—White Plains..... Paines Hollow—Stone House.....

Vanhornesville—Starkville..... East Onondaga: Seneca Street.....

Br. & Con.

W.B. W.B.

5.8 5.8 5.67

82,900 00 6,800 00 88,600 00 88,500 00 42,500 00

Oneida Onondaga.... Herkimer Herkimer Westchester

North Western—Boonville, Part 2.....

355..... 1356.... 1359.... 1362..... 1363.....

STATE COMMISSIONER OF HIGHWAYS	891
	Concrete
25.24 26.69	4.19
	83,000 00
Dickinson, Part 2  ske—Saranac Lake, Part 1  ske—Saranac Lake, Part 1  readwards, Part 2  readwards, Part 2  Readwards, Part 2  Boulevard—Burnside Avenue, and Rockaway  Reassalar  ners—Fishers Landing, Part 2  Boulevard—Burnside Avenue, and Rockaway  ream—Tomhannock Reservoir  se Bridge—Vermont State Line  se Bridge—Vermont State Line  se Bridge—Vermont State Line  se Bridge—Vermont State Line  read—Reassalar  read—Reassalar  read—Reassalar  read—Lancaster, Part 2  service  Bride  Broome  read—Reassalar	Chautauqua
Malone— West Ban Hunter H Gouverne Rush—N Sheridan, Turnpil Gunn Cou Wadname Speigelton Speigelton Shone Sc Line Line Whitehou Barnes Ce East Aux South Ne Brant—N Maine—C Castle Cr Westchest Morehous Schuylerv North We High Fall Cobleskill	Kennedy—Ellington
1383 1384 1386 1386 1399 1390 1397 1411 1428 1429 1446 1446 1446 1446 1446 1446 1446 144	1470 * See fo

0.18 1.46

Montgomery.... Monroe ..... Schuyler ..... Съмпинк 

Manny Corners—Blue Corners..... Fairport Extension..... Horseheads-Montour Falls..... Horsehends Montour Falls

1498..... 5003.....

520K F208-A

Ht. Mac.

23,300 00 ...... 2,600

STATE HIGHWAYS AWAITING CONSTRUCTION DECEMBER 31, 1916 — (Concluded)

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	er.	Concrete			Con. & W. B.	Vit. Cubes.		W. B. Surf.	Bit. Mac.		W.B.	B. M. & W. B	Bit. Mao.		Bit. Mac.				W.B.			B. M. & Con.	W.B.	W. B.		
•	Miles	5.85	1.82	4.15	3.00	2.73	3.42		5.8	98.0	4.00	2.78	4.08	5.95	3.3 <u>4</u>	5.37	2.97	2.80	3.03	2.34	11.58	8.86	4.78	ა ფ	0.18	
	Estimated cost	104,800 00	30,000 00	40,100 00	61,900 00	43,800 00	52,000 00		101,800 00	14,200 00	60,100 00	49,900 00	57,900 00	81,000 00	40,000 00	98,000 00	39,700 00	31,500 00	41,000 00	43,000 00	210,000 00	138,000 00	63,000 00	40,000 00	2,600 00	
	County	Chautauqua	Schoharie	Cattaraugus	Cattaraugus	Monroe	Schenectady		Sullivan	Jefferson	Otsego	Broome	Broome	Clinton	Clinton	Lewis	Erie	Erie	Erie	Errie	Suffolk	Easex	Chenango	Montgomery	Monroe	
	Name	Pratt Corner—Sinclairville	Sloansville—Charleston, Part 1	Arcade—Farmersville, Part 2	Leon—Wesley, Part 1	Elmgrove—Ridge	Pattersonville—Scotch Church		Mongsup—Pond Eddy	Philadelphia Village; North and South Main Streets	Worcester—Decatur	Whitney Point—Lisle	Chenango Bridge—Kattelville	Altona—Obers Corners	Chazy—Champlain	Barnes Corners—West Lowville, Part 1	Marilla—Marilla Station	Ellicott Creek—Getsville	Transit-Wolcottsburg	Lancaster—Clinton Street	Bridgehampton—Devon	Westport—Elizabethtown	Rockwell Mills—South New Berlin	Manny Comers—Blue Corners	Foirnort Extension	
Highway	number	1471	1472	1479	1480	1481	1482		1483	:	:	:	:	:	:	:	:	:	:	:	1495	1496	1497	1408	5003	3

5269-A*	5269-A* County Line—Adams Center	Jefferson	3,000 00	0.16	Bit. Mac.	
5295	Watkins-Bennettsburg	Schuyler	:	0.77		
5304-A*	Clayton—Alexandria Bay	Jefferson	3,800 00	0.15	Bit. Mac.	
5358	Mount Vernon City: Columbus Avenue	Westchester	13,400 00	0.38		
5377*	Riverside Drive—Binghamton	Broome		0.25		
5402	Carthage Village: State Street	Jefferson	3,200 00	0.35	Bit. Mac.	Ο.
5406	Allegany Village: Main Street	Cattaraugus	36,700 00	:	Brick**	
5512	New Jersey State Line-Nyack, Parts 1 and 3	Rookland		3.75		ΙĐ
5523	Wells—Speculator, Part 2.	Hamilton	127,300 00	6.74	W.B.	V
5592	Ballston Spa Village: High Street	Saratoga	10,100 00	0.24	Bit. Mac.	OB
5593	Caledonia—Mount Morris, Part 1	Livingston	78,000 00	7.69		T TAT
5594	Plattaburg—Ingraham, Part 1	Clinton	38,900 00	3.79		TO
5595	Broome County Line-Marathon	Cortland	10,400 00	3.75		91(
5596	Mayville Village: Erie Street	Chautauqua	30,400 00	0.79		) IN .
5597	Utica-Poland, Part 3.	Oneida	68,200 00	3.34		E/D,
5599	Kingston—Port Ewen	Ulster	•	0.49		U.
5603	Middleport—Medina, Part 2	Orleans	67,800 00	3.72		B 1
5605	Utica City: Oneida Street	Oneids	27,800 00	0.53	Bitulithic	
5606	Tuckahoe-White Plains, Part 2	Westchester	46,600 00	2.74	MM-2	GE
5621	Cedarville—West Winfield	Herkimer	65,600 00	5.57	W.B.	. **
5626	Oppenheim—Dolgeville	Fulton	62,500 00	4.90	W. B., Surf.	AI
5627	South Lansing—Myers	Tompkins	37,600 00	2.46	W. B., Surf.	a
5629	Spencertown—Austerlitz	Columbia	73,000 00	5.02		
5634	Evans Center—Farnham	Erie	101,500 00	5.28		
5635	Marilla—Wales Center	Erie	112,000 00	5.78	W. B. & Con.	
5638	Parish—Camden, Part 2	Oswego	:	5.63	Bit. Mac.	
* See foot	See footnote in Appendix B, list by counties. ** 0.61 mile.					0

\*

Estimated cost

County

B. M. & Con.

8 63,000 00

40,000 (

Monroe....

F. Con. F. Con.

43,000 (

Lewis

Erie.... Errie Suffolk..... Еввек.... Chenango..... Montgomery

Transit-Wolcottsburg..... Lancaster—Clinton Street......

1492.....

Bridgehampton—Devon..... Westport—Elizabethtown..... Rockwell Mills—South New Berlin..... Manny Corners—Blue Corners.....

1495.....

497....

Barnes Corners—West Lowville, Part 1..... Marilla—Marilla Station.... Ellicott Creek—Getsville.....

1488.... 1489..... 1490.... 1491..... 1493..... 1494..... 1496.....

1482....

1480.... 1481..... 210,000 138,000

11.58

. . . . . . . . . . . . .

Blt. Mad.

23,300 00 27,700 00

Horseheads—Montour Falls...... Schuyler.... Horseheads Montour Falls ...... Chemung .....

Fairport Extension.....

5003..... 208-A....

1961 A\*

## STATE HIGHWAYS AWAITING CONSTRUCTION DECEMBER 31, 1916 — (Concluded)

					A	NI.	N U	ΑI	· F	<b>le</b> :	PO	RT	
5.85 Concrete 1.84 Bit. Mac.	Concrete	Con. & W. B.	Vit. Cubes.	Telf. Found.	W. B. Surf.	5.69 Bit. Mac.	Bit. Mac.	W.B.	B. M. & W. B	Bit. Mac.	Bit. Mac.	Bit. Mac.	
5.8 1.8	4.15	3.00	2.73	3.42		5.69	99.0	4.09	2.78	4.08	5.95	3.34	5
30,000 00	40,100 00	61,900 00	43,800 00	52,000 00		101,800 00	14,200 00	60,100 00	49,900 00	57,900 00	81,000 00	40,000 00	00 000
Pratt Corner—Sinclairville	Arcade—Farmersville, Part 2.	Leon—Wealey, Part 1	Elmgrove—Ridge.	Pattersonville—Scotch ChurchSchenectady		Mongsup—Pond EddySullivan	Philadelphia Village; North and South Main Streets Jefferson	Worcester-Decatur	Whitney Point—Lisle	Chenango Bridge—Kattelville Broome	Altona—Obers Corners	Chazy—Champlain	

	STATE COMM	IISSIONER OF HIGHWAYS	8
- · ·	Bit. Mac. Brick** W. B. Bit. Mac.		Bit. Mac
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3,000 00 3,800 00 13,400 00	3,200 00 36,700 00 127,300 00 10,100 00 78,000 00	38,900 00 10,400 00 30,400 00 68,200 00 27,800 00 27,800 00 46,600 00 65,600 00 65,600 00 73,000 00 112,000 00	:
Jefferson. Sohuyler Jefferson. Westcheeter Broome			
County Line—Adams Center  Watkins—Bennettsburg  Clayton—Alexandris Bay  Mount Vernon City: Columbus Avenue  Riverside Drive—Binchamton	Carthage Village: State Street. Allegany Village: Main Street. New Jersey State Line—Nyack, Parts 1 and 3. Wells—Speculator, Part 2. Ballston Spa Village: High Street. Caledonis—Mount Morris, Part 1.	5694.         Plattaburg—Ingraham, Part 1           5595.         Broome County Line—Marathon.           5696.         Mayville Village: Erie Street.           5697.         Utica—Poland, Part 3           5699.         Kingston—Port Ewen.           5606.         Middleport—Medina, Part 2           5606.         Utica City: Oneida Street.           5606.         Tuckahoe—White Plains, Part 2           5606.         Tuckahoe—White Plains, Part 2           5620.         Cedarville—West Winfield.           5621.         Codarville—West Winfield.           5622.         South Lansing—Myers.           5623.         Spencertown—Austerlits.           5634.         Evans Center—Farnham.           5635.         Marilla—Wales Center.	Parish—Camden, Part 2
5269-A 5296 5304-A 5358	5405* 5406* 5512 5623 5692	5594 5596 5596 5597 5699 5606 5607 5627 5629 5629	5638

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### APPENDIX F

SHOWING '

### **SUMMARIES**

of different tables and appendices

**DECEMBER 31, 1916** 

[895]



# SUMMARY OF APPENDIX B, ALSO SHOWING MILEAGES ON APPROVED SYSTEMS, DECEMBER 31, 1916

SUMMARY OF APPENDIX B, ALSO SHOWING MILEAGES ON APPROVED SYSTEMS, DECEMBER 31, 1916—Concluded

Corren	Highway	Total	Miles of system still	Tor	TOTAL CONTRACTED FOR	CTED FG	e e	X   	Miles Completei	LETED		Mille	MILES UNDER CONTRACT	CONTRAC	15
	cation	allotted	available for con- struction	Total	Towns	Vil- lages	Cities	Total	Towns	Vil-	Citios	Total	Towns	Vil- lages	Cities
Greens	State					7.31				7.31					
	County	98				1.28				1.28					
Hamilton	State									:	:			:	:
	State		6.4			13 10	45			11 74					:
Herkuner	County.		83			6.51	18.1			6.51	1.81			7	
Jefferson	State	101.57	17			14.41	1.93			14.41	1.93	9.08	9.08		
	County.		P			16.10	20.0			15.14	2.01			0.0	:
Lewis	County		. 6			9 69	:			300	<u>:</u> : :				:
Livingston	State		65			10.80				10.80					
	County.		£.			96.9				5.65				1.31	
Madison	State		- 9			6.16	2.56			6.16	2.56				
	State					9.6	œ. œ			4.47	4.93			5	
Monroe	County.		83			86.6	4.91			200	4 91	22.56	22.56	-	:
Montgomery.	State	35.25				4.89				4.89					
	County:					4.46	1.87			3.78	1.87	15.79		0.68	
Nassau	County					25.0	:				:	11.57		:	:
	State					7.	2 69			2.5	9.35	5 07		:	77. 0
Niagara	County	170				2.31	6.18			0.41	5.83	37.81	35.56	1.90	0.35
	Special													:	:
Oneida	County					50.0	20.4 20.4			13.79	200		15.12	0.30 0.30	:
Onondean	State					20.00				9 00	38		12	1 7.4	73. 0
···· mannono	County.					13.74	2.35			200	1.61		14.60	¥	0.71
Ontario	State					5.56	1.67			5.56	1.67		2.26		
	State					5.5	:			6.43	:		11.21	1.37	:
Orange	County.					22.5				- 62	:		15.99	35	:
Orleans	State					5.38				5.36			8.91	;	
	County.					3.21				06.0	- 1		9.34	2.31	
Onward	State	20				200 200 200 200 200 200 200 200 200 200	7.10			60 C	C. 74	000			S 6
	County.	25				3 6	0			4	8		200	98	77.
Otaego	State	5.5	25.00	100.00	104.12	4 98	0.81	81.25	7.83	2.61	0.81		26.29	2.37	
	Sinte	27.03				1.14	:			7.	:			:	:
Latinam	Conducty	3				3				2	-::::::::::::::::::::::::::::::::::::::	3.0	0.0	:	•

Rensselser	State			88	35.90		7.60		35.90	1.98	7.69	15.04	14.31	0.73	: :
Rockland	State			 8	6.81 36.75	2.46			6.81 27.68	4.27	: ::	11.57	:	2.46	: :
St. Lawrence	State	127.25	0.00	117.33	102.37	:	4.57	15.36	25.45 86.45	.08	22	9.12	:ac	1.00	: :
Saratoga	State			382	32.56		3 : 3		28:03 28:03 28:03 28:03		3 : 2	24.3 2.86.3 3.80.3		22.5	
Schenectady	State			ផ្លែង	21.81		96 1		12.85	27.0		96.0 96.0	သော		
Schoharie	State			ផ្ទ			3		35.14	98.	:	10.65	27		
Schuyler	State			22.8	20.5				2.583	6.57		12.38	7.3.7	0.42	
Seneca	State			<b>38</b> 2	58.58 58.58 58.58 58.58				21.68	18:		5.01	* 4.5	0.40	: :
Steuben	State			200	101.37		1.60		183	14.57	1.86	8.5 8.5 8.5 8.5	1 - 5	22	: :
Suffolk	State	93.49		283	49.73				38.14	40.		31.5	<b>₹</b> =8	:	: :
Sullivan	State	88 88 80 80 80		\$ <del>\$</del> ;	<b>2</b> 23				26.67	 		17.12	358	1.25	: :
Tions	State	26.08			35.55	:	: :		88. 83.	5.45		19.0g	ર :		: :
Tomphine	State	28.00		84	¥8 ¥9.		1.06		35.38	3.52	1.08	25.85 828.	25.28	 	
· · · · · · · · · · · · · · · · · · ·	County			28	74.9		0.61		26.92	8 8 8 8			18.03	0.46	0.61
Ulster	County			25.5	143.8		88		125.39	4-			18.43	3.17	1.00
Warren	County	81.5		828	386		7.01		25.25	0.17	5 : 5 :	5.13	5 13		
Washington	County			350	88.0				3 4 5	 		21.01	19.58	1.43	: :
Wayne	State	79.5		8:	38.5	40			20.03	.683		58.85	5.85	<u></u>	
Westchester	State	86.40		# 88 F	34	13.67	10.36		40.65	13.67	10.36	88	5.4.5 8.83		: ::
	State	44.35		25	175.G	200	0.87		15.57	3 2 3	0	31.81	8	8 8 9	0.17
w yoming	County.	121		38	27.7	6			13.48	4.0		16.77	14.27	2.50	
Yates	County.	<b>2.</b>		32	19.82	7.			10.70	1.35		9.63	9.12	0.51	
Totals	State County Special	3,771.63 8,479.00 40.21	1,155.54 3,221.15 0.0	2,616.09 5,294.04 40.21	2,245.28 4,937.25 39.06	264.77	67.04 92.63 1.15	2,216.26 4,258.22 40.21	1,868.14 3,975.57 39.06	202.15 0.09.00 0.00	26.97 1.15	399.83 1,035.82 0.00	377.14 961.68 0.00	25°0 24°0	12.67 0.00
	Total	12,290.84	4,376.69	7,950.34	7,221.59	567.93	160.82	6,507.38	5,882.77	28.28	147.08	1,435.66	1,338.82	83.00	13.74

A 22.60

### SUMMARY OF APPENDIX C, SHOWING MILEAGES

ROUTE NO.	1	2	3	3A	4	4A	4B	5	5A	5B	50 
Albany			14.00							0.70	
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Proome					44.05	16.58				<b> </b>	l
attaraugus	• • • • • •				56.69		١٠٠٠٠٠]				
ayuga hautauqua											· ·
hemung			• • • • • •		28 83						1
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Columbia	51.25	29.77									
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Delaware	49 54	42 07	• • • • • •	12.90	39.52		• • • • • •	30.33	• • • • • •	1	1.
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uiton				l							•
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Jamilton		! • • • • •	21.02			• • • • • •			33.17	13.30	73
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Jivingston										1	
Madison Monroe											
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Nassau	!							<b></b>	¹	1	
Viagara			1		i 1	1					
Oneida		[							! <b>.</b>		- [ .
Onondaga	• • • • • •		• • • • •		! • • • • •		••••				٠ [ - ١
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Orleans			20.10	0.00	1						į
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utnam	15 11	12.65					• • • • • • •				
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uffolk											
ullivan				42.48	46.72		!			1	Л.
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Vyoming											٠. ا
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### OF STATE ROUTES, BY COUNTIES AND TOTALS

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		15.74		46.52	1.40		27.39						
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### SUMMARY OF APPENDIX C, SHOWING MILEAGES OF STATE

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Chenango										· · • • ·	
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Cortland	1				0.20	1	::::::			<b></b> .	l
Delaware		<b> </b> .									
Dutchess	20.70	30 00	29 44		ļ				ļ	. ' • • • •	ļ
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efferson		,									
Livingston			1								
Madison Monroe											:::
Monroe		í <b></b> .	·	10.27	i					.;	
Montgomery		• • • • • •	1					• • • • • •		·	
Nassau Niagara		26.17		1							i
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Renssclaer					28.12	28.93					1
t. Lawrence											
Baratoga		• • • • • •			i · · · · · ·				· · · · · ·		1
Schoharie		l		· · · · · ·		1					
SaratogaSchenectadySchoharieSchuylerSchuylerSteubenSteuben		<b></b>						· · · · · ·		·	
Seneca			; · · · · · ·	1.90				• • • • •			j
Suffolk		:::::									
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Warren Washington Wayne		٠	,			71.01			. <b></b>	·	1
Wayne,		, <b></b>		40.15			]			•   • • • •	1
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Westchest r Wyoming Yates		· • • • • • • • • • • • • • • • • • • •	1				,				1
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Route totals.	EQ 25	$\frac{1}{1}$ 97.68	53.1	60.25	20 20		127.50	17.32	17 66	8 4.80	9

### ROUTES, BY COUNTIES AND TOTALS — (Continued)

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	31.65	45.07		!::::::					· · · · · · ·			
14.85		21.86	30.53									
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				34.97							• • • • •	
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• • • • • • • •	2.43	· · · · · · ·	· · · · · · ·	,								
							46.19	14.18				
		41.98	4.59	8.62	39.78							
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							29.87					
					اختنفنا		29.87	3.70	21.27			
	•••••				18.53		48.38				• • • • • •	
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				<del></del>			396.67	17.88	21.27			
14.85	59.50	246.91	35.12	98.72	58.31	12.69		35.82		16.55	42.00	60.29

### SUMMARY OF APPENDIX C, SHOWING MILEAGES OF STATE

ROUTE NO.	33	34	35	36	37	37A	37B	38	38.A	39	<b>39.</b> A	39B	41
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roome attaraugus ayuga			· · · · · ·						;			;	
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ayuga hautauqua	• • • • •	· · · · ·			• • • • •		!		• • • • •		• • • • •	1	
hemung													
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linton													
alumbia		1					ì						
ortland			<b>.</b>				'						
ortland elaware			<b></b>					5.10		٠			
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utnam		1											
ockland		1			· • • • •							18.57	
. Lawrence		1											
ockland Lawrence ratoga			1	]	18.80	16.43	3.73			1.77			
henoctady		j					ا إ			6.35		·	
shuyler			· · · · · · · ·	a: : aal	'	• • • • •	!				2.43		
huyler enecaeuben		1	1	31.32	· • • • • ,	· • • • •							
iffolk		1	105.83								• • • • •		
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ioga				18.47			11				l. <b></b>		
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### ROUTES, BY COUNTIES AND TOTALS -- (Concluded)

42	43	+43	45	46	Total miles in	Мил	es Compl	ETED	Miles under	Approx- imate mileage	County
					coun- ties	State	County	Town or corpora- tion	contract	to be built	County
7.18		·			67.30	21.76	24.51		3.93		Albany
				,	84.23 105.34	51.01 42.89	0.00 25.71	1.23 6.21	16.40 0.00		Alle. Broom e
		• • • • •			85.25	37.60	3.09	2.85	26.11	15.60	Catt.
:::::					60.78 80.93	21.21 28.57	14.09 1.04	3.20 3.69	8.28 13.17	14.00	Cayuga
					65.46	26.40	19.97	1.40 0.75	8.26	9.43	Chau. Chem.
				1 1	91.05 88.44	38.97 43.59	9.31 14.11	0.75	9.67	32.35	Chen.
					89.28	32.49	16.87	2.12 0.00	15.62 0.00		Clinton Colum.
					87.79	18.57	26.89	4.36	3.75	34 99	Cort
					113.91 85.51	84.32 40.66	8.28 26.01	0.00 3.29	7.21 14.64	14.10	Del. Dutch. Erie
					102.85	36.73	41.27	0.21	5.19	19.45	Erie
					128.62 75.12	88.04 25.07	16.13	0.00	5.19 12.75 12.35	11.70	Lesex
					67.59	10.30	4.51 23.21	15.89 7.62	0.00	17.30 26.46	Frank. Fulton
					47.60	23.58	5.58	3.70	4.53	10.21	Genesee
• • • • • •					85.64 115.26	38.22 22.92	13.04 7.20	0.58	8.95 7.17	24.85	Greene Ham.
					131.04	31.44	32.62	4.15	15.77	47.06	Hark.
					125.67	75.07 34.97	18.52	5.58	9.08	17.42	Herk. Jeffers. Lewis
	16.63				34.97 80.89	41.77	0.00 2.13	0.00	0.00 7.69	29 30	Lewis Livin.
					64.26	37.21	5.84	0.00	13.50	7 71	Med
	• • • • •				84.57 44.45	29.95 25.50	35.74 5.95	6.79 3.25	7.31 0.00	4.78	Monro e
					37.96	7.35	6.16	20.08	1.57	2.80	Mont. Nassau
	• • • • •		• • • • •		86.54	59.42	4.90	11.11	5.07	6.04	Niagara Oncida Onon
					171.15 78.62	90.09 42.63	50.46 7.70	6.76 7.85	15.32 19.55	8.52	Oneida
					86.84	37.17	27.83	2.80	2.26	10.78	Ontario
	• • • • •				82.06 54.84	26.08 21.01	11.79 0.00	5.86	11.47		Orange
					101.97	65.31	14.82	0.00 1.81	8.91 0.36		Orleans Oswego
27.90					88.32	45.78	26.86	2.39	1.44	11.85	Otsego
27 90			• • • • •		27.76 98.11	27.03 39.85	0.73 32.23	0.00 3.68	0.00 0.00	0.00	Putnam
		i	1	1	46 51	11.07	13.37	5.92	0.00	16.15	Renss. Rock. St.Law.
• • • • • •	• • • • •	15 99			128.05 108.22	108.21 33.99	0.60 13.41	0.20 3.53	9.12	9.92	St.Law.
7.83				:::::	44.78	15.02	12.91	3.53 5.64	4.83 8.96	52.46 2.25	
7.33	• • • • •	····	10.00	30.00	74.99	41.20	0.00	1.00	10.69	22.10	Scho.
	• • • • •		12.20	32.38	65.19 69.40	13.83 25.70	0.00 10.03	0.00 0.03	16.16 5.01		Schuy. Seneca
				6.96	161.88	102.64	5.79	3.71	15.74	34,00	Steuben
	• • • • •			[· · · · ·	105.83	41.68	12.34	0.00	11.59	40.22	Suffolk
				:::::	89.20 56.39	29.60 40.98	0.00 0.00	0.00 0.61	17.12 0.00	42.48 15 10	Sullivan Tioga
				3.32	83.58	40.73	20.14	4.78	3.32	14.61	Tomp.
		1::::			81.14 61.71	27.13 29.44	35.23 26.37	6.25 1.10	5.65 0.00		Ulster Warren
				:::::	71.01	30.44	15.30	0.00	5.77		Warren Wash.
• • • • •	••••	 !			79.71	33.64	0.00	0.30	5.85	39.92	Wayne
				:::::	101.39 44.35	64.68 19.50	7.11 0.00	7.88 0.00	4.29 0.00	17.93 24.85	West.
					28.49	23.57	0.00	0.00	0.41	4.51	Wyom. Yates.
42.41	16 63	15 23	23 21	42 84	4 710 00	2,203.58	757.70	180.76	491 70		
40.41	20.00	.0.20	-0.41	2.00	±,110.08	£,200.00	101.10	180.70	421.79	1,146.26	• • • • • • •

### APPENDIX "D" SUMMARIES

### Miles Under Contract December 31, 1916

			TYPE M	ILEAGES			Total
CONTRACT YEAR	W. B.	W. B. surf. appl.	Bit. mae.	Brick	F. Con.	Misc.	mileage
1911 1914 1915 1916	5.40 32.73 173.35 65.86	80.80 300.46	10.30 42.48 195.77 236.66	1.47 16.07 13.03	46.29 64.12 137.73	8.00 2.21 2.92	15.70 130.97 532.32 756 66
	277.34	381.26	485.21	30.57	248.14	13.13	1,435.65

### Total Mileage of Contracts Awarded in 1916

			TTPE M	[ILEAGE8			Total
	W. B.	W. B. surf. appl.	Bit. mac.	Brick	F. Con.	Misc.	mileage
New contracts	34.83 31.31	260.93 43.26 3.53	200.74 27.86 8.51	12.52 0.51	123.93 13.11 3.62	2.92	635.87 116.05 15.66
	66.14	307.72	237.11	13.03	140.66	2.92	767.58

### Mileages of Highways Accepted in 1916

			TYPE M	ILEAGES			Total
CONTRACT YEAR	<b>W</b> . B.	W. B. surf. appl.	Bit. mac.	Brick	F. Con.	Misc.	mileage
1911 1912 1914 1915 1916	50.69 82.23 0.28	3.22 83.29 1.72 88.23	3.57 76.89 73.92 5.99	0.95 15.51 13.42  29.88	55.74 28.02 2.93	2.43 8.79 5.04	3.57 6.60 207.62 285.92 10.92 514.63

### APPENDIX G

### **TABLE**

**SHOWING** 

### Status of Repair Contracts

**UPON WHICH WORK WAS PERFORMED DURING 1915** 

**DECEMBER 31, 1916** 

[907]

,	·		

### STATUS OF REPAIR CONTRACTS, 1915

Percentage noiteleamon to	8888 8888 8888	8 :8 5 % 5	00 100	888 888	:8 :: 3885	8 : 2 <b>3</b>	88 <b>35</b> 5		
Cost Per Bile	23,227 3,227	5,946	<b>¥</b>	260 ( 5,617 ( 6,552 (	7,794 00	3,421	6,374 23,748	4,289	4,498
Total cost of work including enginear- ing	\$35,406 51 10,802 55 13,043 67 18,327 95	21,645 92 22,186 45	16,113 27	6,588 56 34,542 37 12,186 43	11,145 54	26,313 33	37,676 36 15,917 12		
Amount of supplemental	+\$5,766 83 +2,625 45 -1,238 10 +580 42	+394 64	+215 18	1—2,670 36 —1,267 15 —197 64	92. 67	+735 16	70 80 17 +4,322 47 50 -28 13	+1,249 56 -1,045 12	
Contract	229, 284 12 7, 901 00 12, 377 00 16, 531 00	20,961 50 30,435 00 20,193 75	15,245 61	8,770 68 33,987 30 11,132 27	4,819 25 9,999 65 5,158 50 36,495 95	23,611 10 13,497 70	<b>3</b> 4888	33,282 00 17,787 40 15,426 50	26,145 00
Engi- neering, etc.	\$355 56 276 10 1,904 77 1,216 53	1,169 62	652 48	488 24 1,822 27 1,251 80	1,195 64	1,967 07	2,422 72	1,146 27	696 12
Class of work	Bit. mac. Resurfacing bit. mac. Resurfacing and!brick. Resurfacing W. B. mac.	Bit. mac. resurfacing Bit. mac. resurfacing Bit. mac. resurfacing	H. C. T. cold application	H. C. T. cold application Resurfacing bit mac Bit mac resurfacing	H. C. T. & C. O. cold appl. Recorn with bit. mac. top. H. C. T. binder surf. appl. W. B. mac. resurfacing	Resurf, W. B. mac Resurf. bit. mac	widening pavement. Retairing walls. Resurf. 2" bit, mac. Resurfacing brick.	Resurbeing bit, mac	5.50 St. Lawrence Resurf. bit. mac
Miles County	8.37 We tchester. 0.95 Delevare 0.56 Meuroe 5.68 Ontario.	3.64 Exer. 7.34 Clinton. 3.79 Saratoga.	25.01 Westchester	25.27 Montgomery 6.15 Cayuya 1.86 Washington	15.05 Essex. 1.43 Renselaer. 2.34 Renselaer. 11.22 Albany	7.69 Albany 3.09 Sar. togs.	.650 ft. Bround. 5.91 Reuschad. 0.67 Morroe.	7. 67 Eroome. 4.08 Suffelk 1.24 Columbia.	5.50 St. Lawrence
Highway No.	70 20, 35, 50. 556 216 637 32, 276 644 484	706 658 707 259 708 244, 443 798 35, 50, 8148	5226, 5360	347, 409, 5126 741 591 753 721	74 490. 77 981, 5196 85 192, 198, 556.	7/ 9/15 792 198, 366. 7/13/15 793 241 10/28/16 797 462.	799 421, 902 807, 202, 536 811 172	812 125, 174 813 5111, 5112	8/11/16- 818/733
Gontract No.	6/ 6/10 7/17/15 8/ 9/15 7/15/15 6	4/26/15 8/11/16 7/24/15 7/7/15	5/28/15 7	7/15/15 5/29/15 6/7/15	9/15 9/15 17 17 17	7/ 9/15 7 7/13/15 7 10/28/16 7	7/12/15 7/ 9/15 7/19/15 8		1/16
Date contract was awarded	8, 8 7/17 7/15	8/26 4/24 11/4/24	5/28	7/15 5/25	> %%	7/2	77.2	3/16 8/5	
NAME OF CONTRACTOR	Harrey B. Sproul. Schumemunk Construction Co. Crouch Bros. Semper Bros.	W. L. Lawton, sengued to cantanoni Construction Co. R. A. Kelton, William J. Morrissey Watchenter, Dirthese Corn	Harry W. Roberts & Co.	Semper Bros.	William L. Sherrill Gleason & Davitt. John W. Flynn.	W. L. Lawton. William J. Morrissey Phelan & Sulliyan†	Kingsbury & Ryan Gleason & Davitt Flower City Contracting Co.	The Lane Construction Corp	Lynden Contracting Corporation assigned to Arthur F. McConville;

\* Original contract let April 26, 1915, to John F. Lewis for \$30,435.00, was cancelled and relet to R. A. Kelton for \$17,201.97,

+ Original contract let J. liy 14, 1915, to Daniel B. Donovan, for \$11,440.70, was cancelled and relet to Phelan & Sullivan for \$5,791.90.

\* Original contract let Jugust 11, 1915, to Orlando Becde, for \$26,145.00, was cancelled and relet to Lynden Contracting Corporation for \$9,083.91.

STATUS OF REPAIR CONTRACTS, 1915 — (Continued)

Percentage of completion	2222	00	3 <b>3338</b>	<u>8888</u>	<b>జ</b> త్తజ్ఞ	<b>888</b>	85	
Cost per mile	\$1,561 00 5,591 00 1,907 00 5,03S 00	811 00	17,297 00 3,847 00 5,418 00 3,57 per ft	4,092 00 4,335 00 5,803 00 20,680 00	10,874 00 3,575 00	6,841 00 7,940 00 3,565 00	6,834 00	308
Total cost of work including engineer- ing	\$8,525 10 13,140 91 4,234 19 10,026 35	10,842 48	15,048 38 15,848 96 12,894 26 5,223 72	21,985 05 20,890 48 21,993 12 12,383 01	9,683 16	14,094 43 24,931 75 10,693 52	12,027 56 11,840 70	8,365
Amount of supplemental	+\$745 33 +54 00 +76 82 +1,394 86	06 66-	+1,836 62 +20 79 +20 79 -41 14	+2,363 77 +924 12 +691 90 -690 38	+630 17	+2,311 58 +704 03	481 95	+102 33
Contract price	\$6,715 00 12,198 00 3,980 50 7,896 24	9,939 25	13,503 00 12,950 00 12,134 50 4,518 00 96,243 40	18,797 72 18,812 53 20,551 40 12,284 50	42,327 40 8,706 10 8,366 95 11,359 50	13,649 52 21,550 93 9,125 50	10,987 50	8,064
Engi- neering, etc.	\$1,064 68 888 91 176 87 825 25	1,003 22	1,062 34 738 97 746 86	823 56 1,153 83 749 82 788 89	346 89	942 61 1,069 25 863 99	1,522 01	168 90
Class of work	Bit. mat. A. appl. Resurf. bit. mac. I. C. T. het & cold appl. Resurf. bit. mac. I. C. T. Il A. & C. A.	Resurf. bit. mac. & C. O. I. C. T. cold appl	Resurfacing bit, mac. Resurfacing bit, mac. Resurf. 3' bit, mac. Retaining walls. Resurf, asph. & bit, mac.	iceuri. W. B. mac. with H. C. T. cold appl Resurf. 3' bit. mac Resurf. 3' bit. mac Resurf. brick	Resurfacing 24" bit. mac Resurfacing 2" bit. mac Resurfacing 2" bit. mac Resurfacing 3" bit. mac	and constructing retaining wall Resurfacing bit, mac. Bit, mat. A. appl.	CONTRACTS, 1916 W. B. mac. resurfacing	L. H. O. surf. treat.
County	3. 46 Herkimer 3. 35 Chemung 2. 22 Westehester 1. 99 Chinton 2. 23 Dutchess	39 Putnam. 43 Putnam.	Futnara Eric Dutchese Fulton Sullivan	Herkimer Ulzter St. Lawrence Ontario	8.54 Sullivan 89 Schenectady 2.50 Nassau 2.80 Westchester 2.06 Oncida		OF REPAIR	:
Miles	**************************************	क स रू च च च	1,460 ft.	9.3.4 9.3.79 9.00	8 6.6.6 4.8.6.88	3.3.	US OF	22.04
Confract No.	\$19 464 \$20 356 \$21 1015 \$22 533 \$28 43	827 570	828 23 834 549 836 376 837 795, 823, 824 838 503	840 228 841 732 842 207	843 5223 844 640 845 436 847 19 848 71	849 1016 851 694	STATUS 883 167	855 999, 1005, 1128, 1190, 1232, 5160, 5208, 5295, 5335,
Date contract was awarded	8/ 7/15 8/12/15 8/10/15 8/10/15	8/ 6/15	8/12/15 8/ 6/15 8/25/15 8/30/16 8/27/15	8/28/15 8/25/15 8/30/15 8/30/15	8/30/15 8/28/15 8/23/16 8/31/15 9/1/15	8/26/15	5/8/16	3/16
NAME OF CONTRACTOR	R. D. Cooper Frank K. Liberatore Tri-County Construction Co. James Conway.	Thos. H. Karr	Paving Co		bookers assigned to suck son Bros. J. J. Malloy William J. Kidd* James Garafano & Sont Harry W. Roberts & Co.	Richard Hopkins. Municipal Asphalt Co	Heary G. White	McGreevy, McGuigan & Baum Construction Co

Kennedy Construction 5/	5/ 8/16	8/10 836 5502, 6461	18.42, Alberany	18.42 Alberary  L. H. O. & T. C. A. surf.	- 6			. 00	786	٤
McGreery, McGuigan & Baum Construction Co	5/ 3/16	S57 1205, 1210, 5323,		1967	8	9,176,6	\$ <del>}</del>	90.00	8	3
Dans W. Robbins, Inc	5/ 8/16	5324 858 845, 927, 5215,	24.00 Yates	L. H. O. surface treat	274 93	8,716 22	+21 04	9,043 09	377 00	8
		5289, 5333, 5429	25.29 Tiogs	L. H. O. & L. C. O. surf.	87E 69	2 710 95	26	0 088	00 00	
The Pathfinder Construction Co.	5/8/16	859 817, 937, 1020, 5077;	17, 23 Lewis	L. C. O. surface treat	459 33	5,482 90	88	5,901	343	38
	07 /n /n	5005, 5427	31.88 Jefferson	L. H. O, T. C. A. & L. C.				-		3
J. A. Laporte. John T. O'Noil	5/ 3/16	3/16 S61 441	2.27 Saratogs	Bit. mat. A. surf. treat	320 15	6,098 50 6,098 50	6,098 50 +1,447 17	7,865 82	3, <del>1</del> 58	38
	2 /	5499	19.93 Albany	I. H. O. & T. C. A. surf.	351 32	7 050 70	7 050 70 —1 543 91	5 838 81	96	90
The Defiance Corporation	5/ 3/16	863 56, 137, 138, 280, 822, 5102, 5311	31.55 Clinton	L. H. O. & T. C. A. surf.	3	3		3	}	
Olia T. Benedict	91, 67	4 29 10 864 285, 432	:	treat. Bit, mat A. surf. treat.	495 48	12,242 46 19,159 96.		-233 03 12,504 91	396 00 100	9 : 9 :
Clarence E. Walker	9, 2, 16	505 10, 25, 631, 5354, 5310.	11.84 Rensselaer	11.84 Rensselaer L. H. O. & T. C. A. surf.	;		:			
Richard Hopkins	5/ 3/16	866 741, 815, 5062, 5230,		treat	501 73	6,009 70	-21 49	6,432 94	549 00: 100	3
			22.50 Saratoga.	22.50 Saratoga L. C. O. & L. H. O. surf.			Š	8	100	
Paul Schultze William (1 Fox	5, 2, 16	S67 640, 788, 793, 1028.	11.79 Schenectady T. C. A. surf. treat	T. C. A. surf. treat.	41 76	4,112 75	-589 47	3,565 04	312 00	38
	· ·	5203, 5316, 5336	28 76 Washington	28 76 Washington L. H. O. & T. C. A. surf.		- 6				
Gifford Construction Co		889 77, 201	:	3. W. B. mac. resurf	469 15	4.798 32	+234 37	5,501 84 5,501 84	5,991 00	329
Thomas H. Eart		N71 194	1.47 Rensedaer	3' W. B. mac. resurf	623 15	6,781 63	+89 25	7,494 03	5,098 00	<b>2</b> 6
The Parish tremmit Co	) () ()	725, 5048, 5102, 5207, 5208	38.79 Chemung	L. H. O. & T. H. A. surf.						
Ribstein-Holter Co., Inc	5, 9/16	873 15, 170, 173, 252,		treat	1,014 63	1,014 63 12,986 41	\$	13,559 98	<b>34</b> 9 00	8
		254, 255, 294, 400, 401, 574-A, 1187,		4	3	i t	9	•		5
		( 622, 623, 856, )	:	1. C. A. surt. treat.	rio T	3 28'	200	6, 179 75	00 /92	3
Crouch Bros	5/ 4/16 874	874. 855, 828, 5270, 5271, 5272 894, 5400	37.86 Livingston 8.90 Wyoming	L. C. O. surf. treat	1,090 45	1,090 45 13,956 22	+48 86	+48 86 15,095 53	323 00	100

\* Original contract let August 30, 1916, to Evergreen Construction Co., for \$3,366.98, was cancelled and let to William J. Ridd for \$2,980.73. † Contract cancelled and work finished by the State.

Status of Repair Contracts, 1916 — (Continued)

Percentage noiselemos lo	100	961	8	001	4	138	89	901	8			S 0
Cost Per Mile	\$169 00 100	225 00	271 00	381 00		306 00	:	334 00	340 00			414 00 100
Total cost of work including engineer- ing	\$7,385 50	6,422 95	7,171 67	7,244 71		7,106 59	:	+86 89 11,331 32	19,478 47			8,187 37
Amount of supplemental	874 08	7,827 30 -2,068 47	-110 65	+333 64		-140 16		- 68 9S +	+1,981 55			+25 06
Contract price	\$445 06 \$7,814 52\$874 08 \$7,385 50		6,906 45	6,278 86	12,676 98	6,907 60	12,309 64	641 03 10,603 40	884 02 16,612 90 +1,981 55 19,478 47			402 67 7,759 65
Engi- neering, etc.	<b>#4</b> 5 06	664 12	375 87	632 21		339 15		641 03	884 02			402 67
('lass of work	L. C. O. surf. treat	T. C. A. surf. treat.	L. H. O. surf. treat	L. C. O. surf. treat	L. H. O., T. C. A. & T. H. A., Surf. treat	treat	T. C. A. surf. treat	33.89 Madison T. C. A. surf. treat	T. C. A. surf. treat			63.12 Sieuben. L. H. O. & T. C. A. surf. 19 78 Westchouter. L. C. & T. C. A. surf.
County	43.63 Monroe	28.57 Niagara	26.44 Ontario	19.00 Columbia	19.05 Ulster		33.66 Fulton	9 Madison	55.46 Oneida	1.53 Otsego 0.10 Herkimer		63.12 Steuben 19 78 Westchoster
Miles	43.6	28.5	26.4	19.0	19.0				55.4	0.15		1.63
Highway No.	62, 83, 260, 286, 399, 402, 495, 497, 502.	713, 9001, 9002. 150, 204, 205, 335,	484, 639, 1196, 5397, 5437 8801341 762 5103 5104	851 31 118 141 307	308 882 699, 700, 823, 824, 890, 5322	33, 109, 110, 246,	247, 361, 362, 541, 542, 544, 1127 884, 506, 955, 1160, 1216,	5380, 5492 (140, 406, 438,	559, 838, 839, 1107, 5325, 5345, 5406, 5442, 5465.		1200, 1292, 5211, 5253-C, 5253-D, 5254, 5255, 5348-B, 5351,	5362-B
Contract No.	875	878			- 82 	88	<b>₹</b>		885	988		<del></del>
Date contract was awarded	5/ 4/16	5/ 8/16	5/ 2/16	` i3	5/ 9/16	5/12/16	5/ 9/16		5/ 3/16	5/ 8/16		6/ 2/16
NAME OF CONTRACTOR	Crouch Bros. 5/ 4/16 875 62, 83, 260, 286, 399, 82 Supernov & Roland 5/ 9/18, 272 911 872 872 872 872 872 872 872 872 872 872	Kennedy Construction Co.	Conway Bros. & Kennedy	Joseph Walker Construction Co.	Armetrong & Trowbridge	John P. Dugan & Co., Inc	Paddelford & King		Richard Hopkins	Kennedy Construction Co		Psul Rebuitze

Edward Hartney	5/ 9/16	889 42.* 64, 65, 115, 153, 164, 156, 157, 159,									
Oliman & Timola	6/10/19	414		38.50 Orange	L. C. O. surf. treat	38.40		3,637 02 +1,192 61	5,066 03	134 00	92
Suipuist & Lincoln	01/01/0	oan nan nan	è.	Cat tar augus	treat	215 45	2,617 74	-13 81	2,819 38	337 00	100
H. A. Murphy, assigned to Paddel- ford & King.	5/ 8/16	891 599, 663	10.81	10.81 Chenango	L. H. O. & T. C. A. 80					9	;
H. A. Murphy.	5/ 9/16	892 676, 783, 935, 114		23.64 Oteogo	L. H. O. & T. C. A. surf.	227	4,130	+108	4,465	9	8
H. A. Murphy	9/16	5240-A, 5247-A, 893 (5443, 5455		Delaware	T. C. A. surf. treat	345 10 625 35	5,671 75	734 1-5 49	11,406 34 6,302 59	284 284 88	88 88
H. A. Murphy	5/ 9/16	894 221, 833, 987		2.50 Otango	L. H. O. & T. C. A.	surf.		;			į
Joseph Walker Construction Co Griffin & Griffin	5/ 3/16			10.13 Columbia5.91 Orange	T. C. A. surf. trest. L. C. O. surf. trest	339 31	3,568 96 2,099 52	+57 76	2,513,40	425 00	<u> </u>
Herbert W. Fearl	5/ 8/16	897		30.95 St. Lawrence	L. C. O. surf. treat	348 91	8,573 35	+-202 39		295 00	901
The Defiance Corp	5/ 4/16	898 417, 418, 656, 5065, 5088, 5158		29.08 Warren	L. C. O. & L. H. O. & T.			į	3		9
	5/ 3/16	899 5185	6.57	Warren	Sit. mat. A. surf. treat		8,427 8,428 8,038	-275 07 -820 59	7,918 25	1,205	33:
	5/ 3/16 4/29/16	358		1.73 Kensselser. 2.83 Albany		818	12,382	+1,323 55	14,525 04	6,133 00	<b>#</b> 8
S. B. Van Wagonen, Inc. Rock & Griffin	5/16	904 625		Jefferson.	2" bit. mac. resurf	587 95	74,821 12,746	57 -120 42	13,214 10	5,349 00 6,349 00	38
The Detailed Corp.	01/8 /0	5181, 5239, 5311.		25.85 Essex	L. H. O. & T. C. A. surf.	1.1 349 00	8.317.53	8	8,683,42	338 00	25
Spellman-Oliver Co	5/ 8/16	906 878, <b>966, 970, 1125,</b> 5288		St. Lawrence	20.49 St. Lawrence L. C. O. & T. C. A. surf	!	<u>;</u>	-			
Kelloge Boynton	5/4/18	200			treat	525 82	6,645 53	476 34	6,695 01	327 00	90
E		986		17.06 Franklin	T. C. A. surf. treat	326 70	5,387 60	+120 62	5,843 92	343 00	100
W. Fearl.	5/11/16	908 875, 876, 1126, 1168, 6032, 5116, 5283	න්ස								
		5287	_	St. Lawrence	53.61 St. Lawrence L., C. O. & T. C. A. surf.	-	:	5		9	
Gifford Construction Co	4/29/16	909 195	3.76	Rensselser	Bit. mac. resurf	1,875 16	27,141 00	+ 1 2 2 3 8	28,5% 28,5% 28,5%	7,98	38
W. L. Lawton	9/ 9/16	910 177.	- 12	Albany	2 bit, mac, resurf	=======================================	24,439 16	:	-	:	8
M. Fitzgerald. Rumof & Stevens	5/3/16	5/ 3/16 911 200 5/10/16 912 723		2.75 Renneclaer.	3" W. B. mac. resurf. 3" W. B. mac. resurf.	1,014 13	15,078 50 25,973 10	+588 96	16,681 59	00 990'9	9 9 5
Flood & Van Wirt Co	6/ 8/16	913 197		60 Rensedaer 73 Rensedaer	3' W. B. mac. resurf.	886	65 18,095 25		976 20 18,057 70	5,423 00	100
		•				-	-	•	•		

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Road 64 eliminated from contract

STATUS OF REPAIR CONTRACTS, 1916 — (Continued)

Percentage of completion	8	ä	888	3355 55 58 58
Cost Bile Bile	<b>\$</b> 396 00		6,672 00	387 66 651 661 661 661 661 661 661 661 661
Total cost of work including engineer- ing	118,229 83	-	+700 51; 14,294 81;	18,519 02 3,684 23 5,422 04 11,780 31 18,687 46,
Amount of supplemental	- \$625 50.\$18,229 83		::	++ + ++ ++ + ++ ++ ++ ++
Contract	8863 63 \$17,991 70	16,393 30	29,001 15 27,749 10 12,836 35	17. 10. 10. 10. 10. 10. 10. 10. 10. 10. 10.
Engi- noering, otc.	<b>\$</b> 803 63		967 95	25.00
Class of work	L. H. O. & T. C. A. surf. treat	L. H. O. & T. C. A. surf. treat.	67.71 Onondaga. L. H. O. & T. C. A. surf. fresh. 5.31 Schenectady. 2' bit. mac. resurf 2.52 St. Lawrence. 3' bit. mac. resurf	L. H. O. & T. C. A. surf. T. G. A. surf. treet. 21. bit, mac. resurf. Coment concrete pay. re- surf. 22. bit, mac. resurf. 32. bit, mac. resurf. 34. bit, mac. resurf. 37. bit, mac. resurf.
County	27.34 Cayuga	13.97 Seneca	57.71 Onondaga 5.31 Schenectady 2.52 St. Lawrence.	47.78 Tompkins. 15.50 Greene. 2.80 Columbia. 1.75 Suffolk. 2.14 Suffolk. 4.60 Suffolk. 3.00 Orange.
Miles	27.34 (	28.56		
Highway No.	685, 686, 687, 687-A, 762, 1016 5101 370, 509, 746 826, 973, 5062.	321, 323, 5087 860, 919, 992 963, 5017, 5069 5127, 5290	916 '47, 6132, 487, 553, 554, 557, 553, 554, 557, 554, 557, 554, 557, 554, 577, 574, 576, 576, 576, 576, 576, 576, 576, 576	1004, 1188, 5214, 5214, 5204, 5379, 5474-A, 5667, 5401, 522, 588, 907, 5401, 522, 588, 743, 528, 5112, 528, 528, 528, 528, 528, 528, 528, 52
Contract No.	46		916 74 917 51 920 78 10 78	2 22 22 22 2
Date contract was awarded	5/ 5/16	5/ 9/16	5,11/16 5,3/16 5,8/16 5,3/16	5, 3/16 6/12/16 5/ 3/16 5/ 8/16 6/10/16 6/ 10/16
NAME OF CONTRACTOR	W. F. Hill & Co.	F. H. Wells	F. H. Wells Brown & Lowe Co Arthur F. McConville The Atlantic Refining Co.	The Defiance Corp. 5/3/16 John T. O'Neil. Gifford Construction Co. 5/3/16 Gifford Construction Co. 5/3/10 Edward F. Monoban 6/10/16 Edward F. Monoban 6/10/16 Bebuanemunk Construction Co. 5/9/16

	379, 380, 510, 596, 881, 995, 1076,	Prince A. D. T. A. O. W. J.				-		
Urioh & Pereicano 5/ 2/16' 9	929 5106		8	12,630 98	+447 03	13,503 31	323 00	9
	300 9008	3	698 62 11,	25 716 55	8	12,549 27	10,726 00	92 %
6/ 6/16	931 223	1.65 Rockland T. C. A. surf. West	404 32 8,	8,284 00	+468 59	9,156 91	5,086 00:	_
The Pathfinder Const. Co., Inc., 5/ 8/16 9	932 5332	0.36 Jefferson J. L. C. O. surf. treat.	533 57 4,	4,896 20	+62 13	5,481 90	288 00	100
J. F. Gallagher & Co., Inc. 6/13/16 9 DeGraff & Hogeboom, Inc. 6/10/16 9	933	0.85 Rookland 21 bit. mac. resurf 3.10 Orange 21 bit. mac. resurf	358 07 17,	4,965 00 17,151 50	1,362 44	5,015 28 16,147 13	5,209 00 5,209 00	<b>3</b> 8
McGuigan & Baum 6/12/16	935 906, 5254.	2.00 Steuben	432 23 11.	11,583 70	-338 23	11,677 70	5,839 00	8
01/01/0	2 2	appl. of	445 16 7,	7,847 40	454 31	7,838 25	5,481 00	901
01/1/0		. ř	389 03 7,	7,297 50	+997 50	8,684 03	5,948 00	90
d 0/ 9/10	W40 086	:	104 45 3,	3,638 80	99 62+	3,822 91	3,676 00	901
91/8 /8	Mai   W62	:	21.	070 80		-	_	:
D. I. Snell & Co*	942 120 944 107	4.14 Montgomery Bit. mat. A. surf. treat 3.64 Montgomery 3° W. B. mac. resurf. T. C.	: :	8,109 90				8 3
Burnham & Rose 7/12/16 9	945 362	0.59 Fulton Widen 2' and resurf. width	90, 90	15,410 67	+81 14	+81 14 16,004 31	4,34 W	3
9/0/9	046.423	mac mac regul	: 2	814 80 315 30		11 056 27	3 444 00	<b>≵</b> §
Richard Hopkins 7/13/16 9	947 5032	2 50 St. Lawrence. 2" bit, mac, resurt	88	28	288 289 289	12,766 91	5,108 2,08 3,08	88
6/15/16		2.50 Frankin 5.81 Clinton 2 bit, mac. resurf		3750		25.88 38.88 38.88 38.88	24.4 28.8 88	22
6/ 8/16 6/ 6/16	951 5086 952 700, 795		88	28 28 28				<b>4</b> 20
tion Co 6/10/16	954 483	-	340 76 7	388	-143 37	8,167 24	4,432 00	3 <u>8</u> ″
Whitmore, Kauber & Manus, 116, 10, 2/10 Richard Hopkins 6/8/16 9 Federal Pavement Corp. 8/10/16 9	958 139, 271 959 36, 271	Oneida Delaware	72 27	84,88 86,88 162 163 163 163 163 163 163 163 163 163 163	1,876 58	23,777 14	5,180 00	\$ <u>\$</u> \$
7/ 3/16 6/27/16	960 5302 961 5274		* 6 					<b>3</b> :

Original contract dated June 2, 1916, for \$6, 606.85 was held by H. D. Lavery, who assigned it to Patrick F. Herliby, subsequently it was cancelled and relet to D. I. Snell & Co.

STATUS OF REPAIR CONTRACTS, 1916 — (Concluded)

t or combication	000	.000%	æ	6	<b>5</b> 0 -				~**
Percentage noitsleamon lo	82.8 82.8	.888x	- <u>*</u>	-			28228		2388
Co. P. E. E. E. E. E. E. E. E. E. E. E. E. E.	4,632 00	5,073 90 10,254 00		17,548 00		100	28,564 00 5,277 00 5,788 00	00 298 00	5,920 00 5,982 00
Total cost of work including engineer- ing	91 \$12,678 05	16, 181, 58		27		00 171 ac	17,003 05 20,639 22 19,044 33	7,339 17	
Amount of supplemental	-\$466 91 \$12,678 95 -223 51 17,141 39	+ 1560 65		-656 78 18,611	6	\$0 071 Ace 00 971e+	+17 26 +802 71	· :8	-3,022 72 21,014 20 -123 42 13,241 28
Contract	\$12,205 34 17,305 54 16,753 50	13, 102, 20 16, 159, 00 8, 350, 50 26, 595, 00 49, 086, 80	23,429 03			14,963	12,845 07 19,845 07 19,458 00	6,747 00	25,917 50 55,059 80 28,550 50 12,995 00
Eagi- neering, etc.	\$473 61 \$12,205 3 17,305 611 40 16,753	582 63 287 35		725 25	9	E	1,033 04 858 01	10 #21 OH	477 42 400 70
Class of work	mac. resurf mac. resurf mac. resurf	21 bit mac resurf 22 bit mac resurf 22 aniesite top resurf 6 cone pavement resurf 22 bit mac resurf 23 bit mac resurf	treat L. C. O. surf. treat T. H. A. F. I. C. J.	Conc. pavement 5% to 7%.	mix method	3' bit. mac. resurf	eurf ac. resurf ac. resurf r, resurf	1. C. A. suri, tress. 3" bit, mac, resurf. 3" bit, mac, resurf. 4" brick on 5" cone, found.	08 Weatchester 43 to 65 conc. pay rearri 56 Erie 3 vir. mac. resurf 22 Niagars 23" bit. mac. resurf
Clar	12.22 12.22 12.22 13.22	21 bit mac resurf. 22 bit mac resurf. 22 aniesite top resurf. 6 conc. pavement re. 23 bit mac resurf. Hit mat A heavy e.	freat L.C.O. su	Conc. pavel Bit. mac. p	Bit. mac. 2" mi type 2.		20 co co co co	3" bit, mac, resurf3" bit, mac, resurf3" bit, mac, resurf4" brick on 5" cone.	43 vit. mac.
County	2.70 Cortland 2.76 Cayuga	3.30 Onondaga. 3.19 Niagara. 2.88 Onondaga. 2.48 Erie 9.91 Herkimer.	.60 Westchester.	1.06 Albany 2.02 Oneida	2.72 Oneida 4.84 Onondaga	2.65 Sullivan	0.60 Onondaga. 3.91 Albany. 3.11 Remselaer.	0.83 Ulater 1.19 Dutches	Westchester Erie Niagara
Miles	35.79 3.78	6.00 8.00 4.00 8.00 8.00 8.00 8.00 8.00 8	8.5	88.8	2.7	2.65	8.8.8.6	38.95	25.5
Highway No.	535 614 330, 1070	946, 672 967, 729 968, 5274 969, 23, 129 970, 462		974 5010.	975 250 976 5249	977 700 978 345	5365. 367. 201. 691.	985 118 986 537 987 253	657 529 475
Contract No.	8.58	G. G. G. G.	971	974	975	977			888
Date contract was awarded	6/29/16 6/28/16 6/27/16	7/ 3/16 7/ 3/16 6/28/16 7/17/16 6/30/16	91/11/2		6/27/16, 975 250 6/27/16, 976 5249	6/27/16	6/28/16 6/27/16 6/28/16 6/27/16	7/18/16 8/10/16	7/14/16 7/17/16 8/10/18
NAME OF CONTRACTOR	Rollin E. Wright W. F. Hill & Co John R. Burchill	Charles Library, assigned to Journ R Burchill Charles E. Hancy Dana W. Robbins, Inc Frank L. Cohen Phelan & Sulivan	H. A. Murphy	The Sewage Disposal & Water Plant Co	Harry W. Roberts & Co Harry W. Roberts & Co	Jackson Bros. assigned to Nathan E. Young. H. A. Murphy	Mondo Construction Co Greece Construction Co Gifford Construction Co	Joseph Walter Construction Co. Thomas J. Martin. Whitmore Rauber & Victors	Samuel Beskin Thomas F. Murray Charles E. Haney

36	æ	:3	:N :S	3 :8	9	::	:	::
870 30 29,657 55 +651 17 31,179 02 3,529 00 100	58,465 00	14,327 40 11,163 00	2.76 Cayuga. 3' bit, mac, resurf. 24,013 63 1.84 Orange. 6' cone, pavement. 23,506 50 22 508 Eager. L. H. O. auf, treat. 8,78 80 8.78 80 80 8.78 80 80 80 80 80 80 80 80 80 80 80 80 80	386 00	resurf.	9,938 05 4,942 10	7,039 50	36.29 Albany T. C. A. surf. treat 11,710 30 8,330 50 8,330 50
20 071	-			973 78		. : : :	-	
- 31			: : : :	# .vi	_:	- ‡ ‡		<u> </u>
+651				-501 94 5,973 78				
7 55	8	98		889 889	8 2	88	25	88
29,65	58,46	14,32	22.83	# 11.8 8 25.53	15,23		2,03	11.71 8.83
870 30		type 2.		338 32	:		i	
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on 3 esurf. t.	Bit, mat. A. heavy surf. treat			24 bit mac resurf	# :	ntres		
top free	. E	resur	resurf ement f. tres	resur tree		resur	resurf	f. treat
Our co	at.	13.	mac.	. sur	1	ne. pr	mac.	l. surf
世界	rres n	<u> </u>	in Similar	jĒυ.		bit C	bit.	O <b>E</b>
	<u></u>	: :	<u>∞ ∞ ⊢ t</u>	-011-0	<u>'</u>	<u>-21</u> +0		- <del></del> -
2.62 Cattaraugus 3° bit. mac. top on 3° bottom course resurf 6.21 Cattaraugus L. H. O. surf. treat	9.40 Erie	.95 Ontario	2.76 Cayuga. 1.84 Orange. 23.68 Essex	2.61 Onondaga 24 bit, mac resurf 2.61 Onondaga 24 bit, mac resurf 7. C. A. surf, treat	···· ammo	1.31 Onondaga 2.1 bit. mac. resurf 0.42 Cortland 5-7 cone. pavement resurf	1.00 Onondaga 3° bit. mac. resurf	Ubany
2.62	9.40	88.1	5.2.8.8 5.2.8.8	8283	<del>1</del> 	E 23	8.1	88.
							-	
	8/ 8/16 992 523, 524	994 146, 207.	Acoustic Construction Co. 8/10/16 998 64. The Defined Corporation 8/10/16 997 764 5186, 5187, 5188, 7.0.6.	9/25/16  999  1039 9/25/16  999  1039 8/10/16  1000  58, 59, 340, 442, 610 9/35/16  1001  198		8/10/16 1002 1043 8/12/16 1003 377	198	10/31/16 1006 569.
	-		6,518	40,44			192	200 200 200 200 200 200 200 200 200 20
37	i i	6, 207	6,518	. 59. 3 . 59. 3	:	7	7, 178	28. 28. 28. 28. 28.
191 21	992 523, 524	. <b>2</b>	25 59 27 75 65	32.25 8883	] }	003-10 003-37	905 77	- 26
91/	8/8/16	8/101/8	91/19	199	i	31.91./ 19.101	8/11/16 1004 76 9/25/16 1005 177	18
P. H. Murray 7/17/16 991 5137			2000	8 × × × × × × × × × × × × × × × × × × ×		8/10 8/12	8/11, 9/25,	Amos. D. Bridges Sons, Inc 10/31/16 1000 569
i	Richard Hopkins		Construction Co	J. H. Weidman  Paul Schultze	: E			-
i	: ,	Conner & Gallavan	100	J. H. Wedman  Paul Schultze	McGreety McGuigen & Beum	Construction Co.	Construction Co.	, Inc.
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: <sub>%</sub>	pkins	Jallav Mag	tion C	ne ne	X S		Marti	ridges
Mur	Richard Hopkins	Conner & Gallavan	Stern	S Weigh		S. G.	as J. I	D. B
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